

Latitude 38

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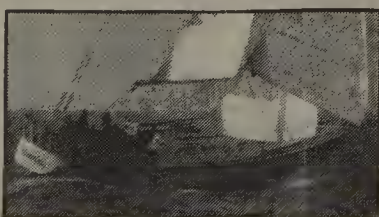
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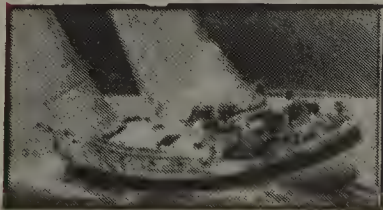
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27' Newport, '79	13,500	36' Freedom, '83	199,500
28' Ericson, '82	31,000	36' Islander, '79	42,500
28' Islander, '76	27,000	40' Valiant, '77	98,000
28' Newport, '77	25,000	40' CS, '87	138,000
29' Cal, '75	24,500	41' Lord Nelson, '82	129,500
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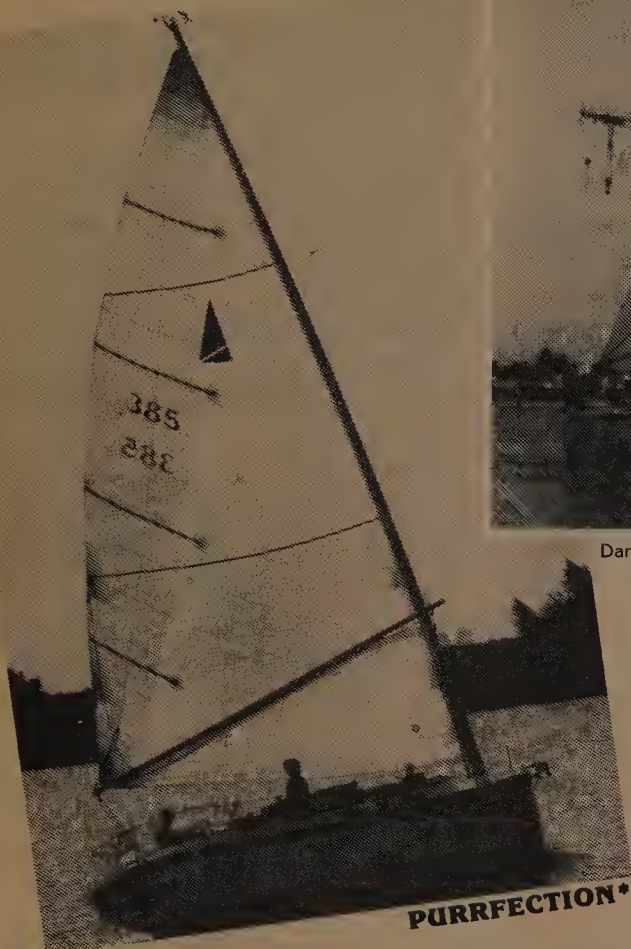
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SECOND WIND*

Dan Ligeski



HUSSAR*

Dave Vickland

This past season three new Nonsuch 30 owners chose Pineapple Sails.

Dan and Liz Ligeski live aboard their new Nonsuch, "Hussar," and are planning their ultimate cruise up to the Pacific Northwest. They wanted a sail that would hold up in Bay sailing and long-range cruising.

Brent Neel, with "Second Wind," has raced and cruised the Bay and Delta for several years and plans to do more of the same with his new Nonsuch, including a little one-design racing against his fellow Nonsuchers. Brent needed a sail that is durable and FAST.

Ray and Joanne Drew sail "Purrfection" (the Nonsuch is the quintessential cat boat!), racing and cruising out of the Stockton Sailing Club. "Purrfection's" new custom racing mainsail should keep the Drews in the winner's circle for years to come.

Special sails for special boats — isn't your boat that kind of special? Talk to us about your next sail. Race or cruise (or both), we make them right!

Winter discount is in effect. We will be closed 12/24/88 thru 1/2/89. Happy Holidays!

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THE STORY OF THE FOUR WISE MEN...

Once upon a time in the town of Point Richmond, came four wise men upon camelback. They decided that camelback was not the way to see the world. They traveled thru the desert of mediocrity in search of their ideal sailing yacht. At last they came to the oasis called Passage Yachts.

The first wise man wanted a fast, sleek, uniquely styled yacht loaded with top quality equipment. He wanted an elegant wood interior, in either teak, light chestnut or mahogany. He wanted a superbly engineered boat with a world class heritage. Strongly influenced by innovative design, 103 years of boat-building excellence and a very reasonable price, he chose a BÉNÉTEAU YACHT.

The second wise man wanted a "blue pinstripe suit of a yacht"; well tailored, rock solid, and finely fitted. He wanted a large volume family yacht with impeccable sailing manners and top of the line

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The third wise man wanted to sail to the ends of the earth. He wanted a contemporary, handcrafted performance cruising yacht tailored to his individual desires. He wanted a luxuriously elegant floating home. He would settle for nothing less than the best but wanted a good value. He chose a PASSPORT YACHT with a custom interior.

The fourth wise man wanted to cruise the seven seas in one of the most beautiful vessels ever built. He wanted the highest quality, hand crafted traditional cruising yacht available. He demanded luxury and all the conveniences from generator and fax machine to ice maker, water maker, furling main and electric winches. He wanted to trade

in his camel and have someone handle all the project details and financing. He chose a MASON YACHT.

If you have traveled the boat shopping desert looking for your star, be wise; don't buy any boat until you talk to Passage Yachts, because:

- ★ We're customer friendly and believe that service is truly important
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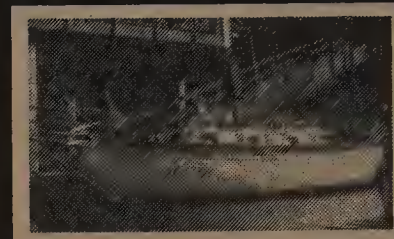
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Maxi Match Race: 'Ondine' Chases 'Matador'
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54' S & S Aluminum	250,000
51' Bénéteau	315,000
47' Passport	220,000
46' Island Trdr Ketch	149,000
44' Peterson, ctr cockpit	125,000
43' Frers "Shockwave"	250,000
*43' Gulfstar Ctr. cockpit	85,000
42' Pearson 424 Ketch	112,000
*42' Passport	150,000
41' C&C, Race equipped	130,000
*41' Whitby Caribe	45,000
41' Newport	78,000
*40' Columbia	46,500
40' Hunter	89,500
*40' Bénéteau One Ton	(2) 115,000
40' Olson	139,000
38' Ericson, Loaded	110,000
38' C&C Landfall, Loaded	76,500
38' Farallone Clipper	35,000
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*37' Tayana Pilot House	89,000
37' Express	(2) 99,000
37' Islander Pilot House	62,000
37' Endeavor	64,500
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36' Cheoy Lee, Luders	49,000
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*34' Cal 2-34	31,000
*34' C&C	59,000
*34' Peterson	34,000
*33' Yamaha	34,750
*33' Hunter	31,500
33' Dehler	65,000
*33' Ranger, Harken Furling	34,500
*33' Morgan, Diesel, Wheel	38,000
32' Islander	39,700
*32' Bénéteau 325	66,000
*30' Pearson	(3) 20,800
*30' Islander	26,000
*30' Catalina	(3) 28,500
*30' Island Bahama	Offers
*30' Cal 3-30	24,950
*30' Baba	69,000
*30' Newport MKII	(2) 28,900
*29' Ranger	21,000
*29' Cal 2-29, Diesel	22,300
*28' Pearson	31,500
*27' Catalina 27, Mint	15,900
*27' Cal 2-27	(3) 21,000
*26' Pearson	16,200
*26' Folkboat, Marie Holm	18,000
*26' Intl Folkboat	10,000
*23' Ranger	11,000



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Baba 30 Cutter. Very nice. \$69,000.



Islander Bahama 30. Wheel, doger, Ioran Trade-in.



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HUNTER 30

LOA	30' 3/4"
LWL	25'10"
BEAM	11'0"
DRAFT	4'3"
DISPL	9,500 lbs
BALLAST	3,800 lbs
HEADROOM	6'2"



HUNTER 33.5

LOA	33'4"
LWL	26'10"
BEAM	10'11 3/4"
DRAFT	4'6"
DISPL	10,800 lbs
BALLAST	4,400 lbs
HEADROOM	6'4"



HUNTER 37

LOA	37'6"
LWL	31'4"
BEAM	12'10"
DRAFT	4'9"
DISPL	14,900 lbs
BALLAST	6,000 lbs
HEADROOM	6'3"

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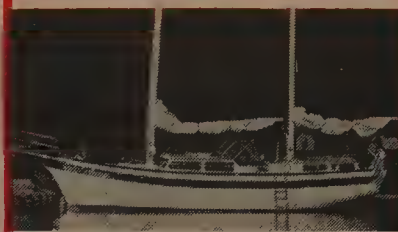


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PEARSON 303 1983. Excellent condition, outstanding cruiser with great accommodations. Well equipped. **Reduced over \$4,000!!**



KETTENBURG 50' A must see Bristol sloop. For cruising in luxury and ready to go. Would make an excellent liveboard. Lots of gear. **A steal at \$93,000.**



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45' CREALOCK	115,000
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43' TSUNAMI	45,000
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36' CHEOY LEE	75,000
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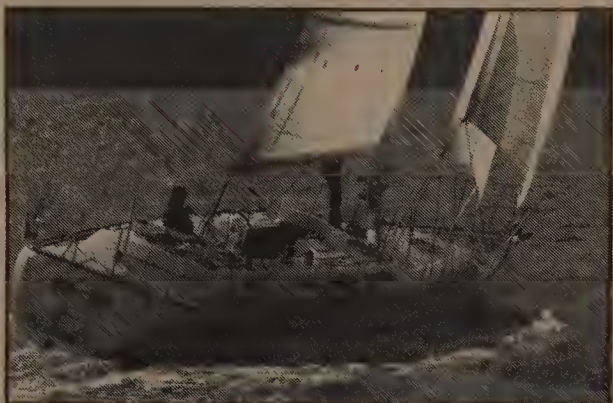
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Mr. W.J. McDermott, owner Taswell 43, Hull #7, 'Ma Chere'



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28' H-28 ketch, '62	24,950
★ 29' CASCADE, '65	19,500
★ 30' ISLANDER MKII, '74	26,000
30' CAPE DORY ketch, '78	30,000
30' COLUMBIA, '74	16,700
30' BABA, '79	65,000
30' BABA, '85	81,000
30' PALMER JOHNSON, '72	29,000
★ 30' ERICSON, '69	22,000
32' C&C, '80	44,000
★ 34' DEHLER db, '85	69,000
★ 36' ISLANDER, '73	59,500
36' ISLANDER, '73	44,950
36' ISLANDER, '79	57,500
★ 36' PEARSON 365, '80	59,500
36' S-2 11M, '80	64,950
36' NONSUCH, '83	119,500
38' ALAJUELA, '76	79,000
38' C&C LANDFALL, '80	76,500
★ 39' FREYA cutter, '78	79,500
39' FAIR WEATHER, '87	135,000
40' PASSPORT, '80	115,000
40' BABA, '81	Offers
40' PANDA, '82	129,500
40' PANDA, '85	149,500
40' O'DAY	89,500
41' NEWPORT, '73	69,000

42' YORKTOWN, '84	Offers
44' CHEOY LEE	128,500
46' LIBERTY 458	185,000
48' MAPLELEAF sloop	129,000
53' CSTM N.Z. cutter	95,000
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62' S&S CUSTOM ketch, '78	349,000
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105' HOLLAND-BLT ketch, '03	150,000

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30' WILLARD VEGA, '75	39,000
30' CSTM WORK'G TUG, '86	25,000
40' ELCO CLASSIC, '48	38,500
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★ AT OUR DOCKS

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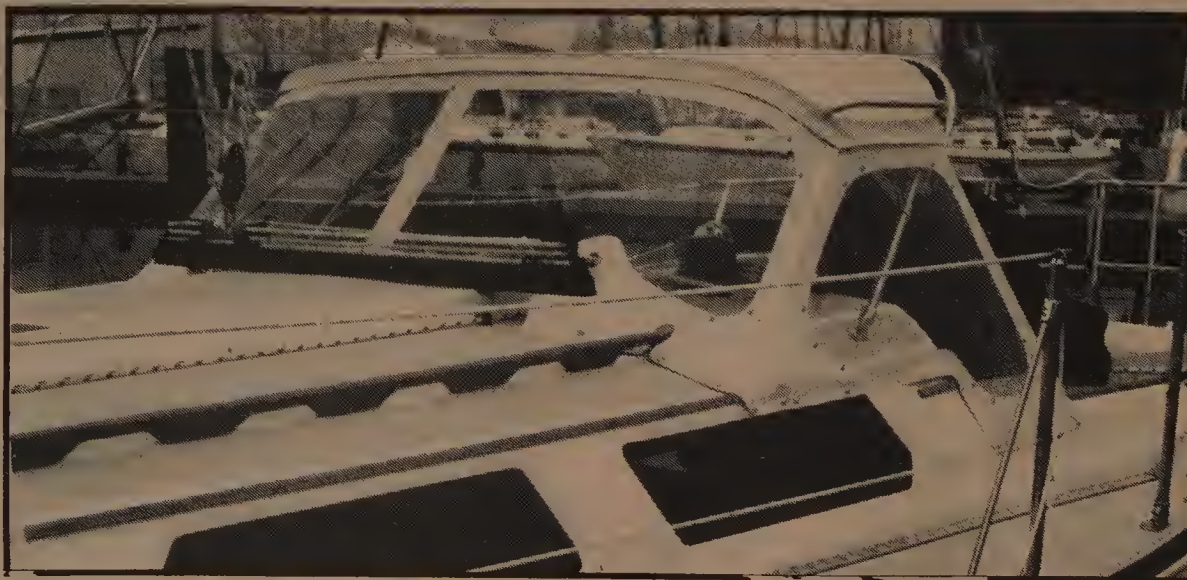
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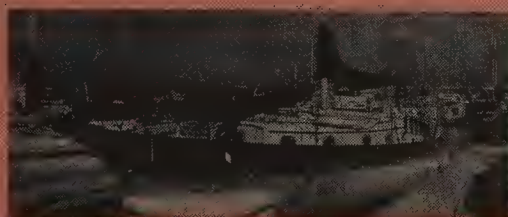
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21' FREEDOM	2 from	12,900
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26' CHEOY LEE Frisco FlyerIII		13,500
27' H-27	Offers	15,000
27' SUN		17,500
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29' ELITE		43,900
29' ERICSON		19,500
30' BABA		81,000
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30' ISLANDER MKII		26,500
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33' GURNEY ALUMINUM		49,000
34' CHINOOK		19,500
34' ISLANDER		29,995
34' PEARSON		64,900
35' BREWER		69,500
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Pacific Seacraft 31 #18

Freedom 28 #34

Islander Packet 31 #202

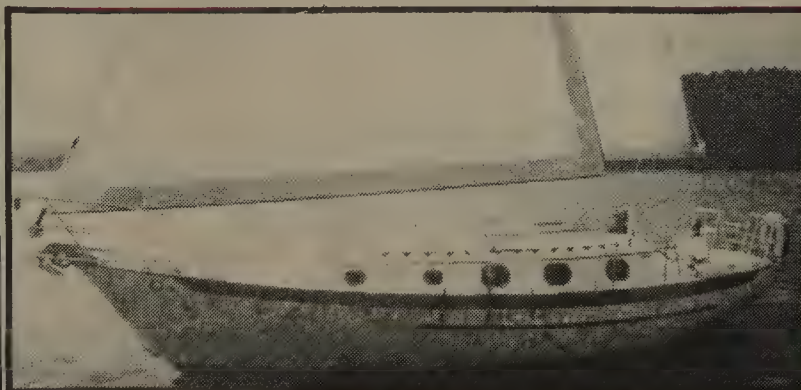
Freedom 30 #71

Islander Packet 38 #64

Make Your Best Offer!



FREEDOM 28



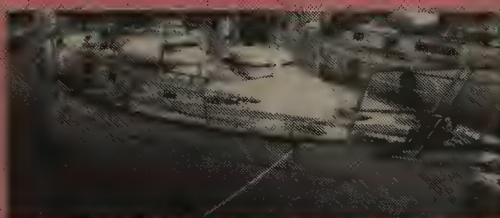
PACIFIC SEACRAFT 31

SELECTED SAIL BROKERAGE

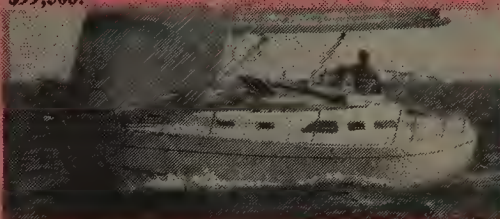
40' CHEOY LEE Offshore	64,500
44' CSY	99,500
44' PETERSON Cutter	109,000
45' BREWER Ketch	80,000
45' COLUMBIA	99,500
45' EXPLORER	110,000
47' VAGABOND Ketch	125,000
48' S&S	129,500
52' GARDEN/MONK	110,000
52' IRWIN Ketch	145,000
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23' SEA OX	26,900
23' THUNDERBIRD	19,000
25' CRUISERS SEA DEVIL	31,950
28' BERTRAM	29,950
28' UNIFLITE	39,950
29' CRUISERS, INC.	69,500
30' SEARAY FB	39,950
31' PACEMAKER F.B.S.F.	29,500
31' CHRIS 315 SEDAN	87,900
31' RAMPAGE, Demo	129,500
31' WELLCRAFT	66,900
33' CRUISERS, INC. 3370	79,950
36' STEPHENS TRI	49,500
38' LAGUNA FB EXP	110,000
40' TROJAN	99,500
40' CALIFORNIAN F.B.S.F.	79,950
42' CRUISERS, INC.	217,000
46' CHRIS CRAFT	89,900
58' HATTERAS Yacht Fish	269,500



WHITE WING 36. Great Bob Perry designed off-shore performance cruiser. After a 5 yr. cruise her owners are reluctantly offering her up for her next cruise. Impeccable condition. Great value at \$99,500.



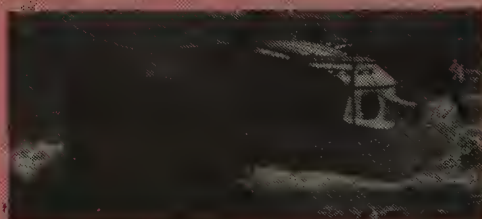
FREEDOM 36. A true treat on the used market. She's well equipped for a comfortable liveaboard. This 1988 model is thousands less than a new boat so act fast and gain some Freedom. \$118,500.



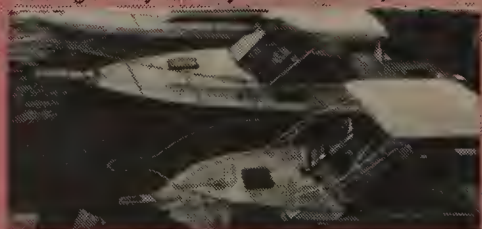
BODEGA 30. Want to be in Mexico this winter? Well this boat has it all. She's been cruised and the inventory is complete to enable you to leave tomorrow. Call now for complete details. Asking \$45,000.



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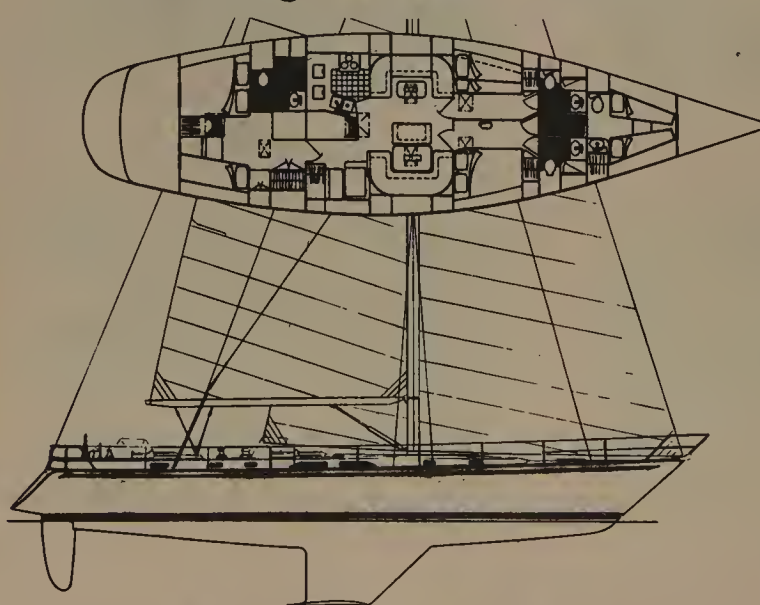
TAYANA 37 Cutter — Mark I, Mark II, pilothouse and ketch. Displ 22,500 lbs, 11'6" beam, 5'8" draft, 8,000 lb ballast, 861 sq ft sail area. Finest offshore sailing yacht available. Easily handled by a couple, comfortable enough to liveaboard. At our docks now, ready for delivery. **Special: \$96,000** fob Alameda

WEST COAST DEBUT



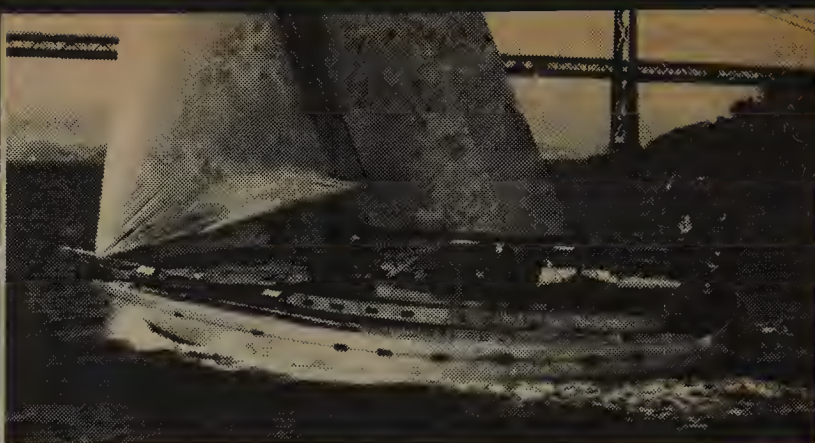
TAYANA 47 New aft cabin cutter. The "next generation" Robert Perry design. Displ 35,000 lbs, 14'6" beam, 6'0" draft, 1,048 sq ft sail area. We sold the first 47 right off the drawing board. Come and see what makes this boat so special. **\$185,000** fob Alameda.

Introducing TAYANA's New 65



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24'	SEAFARER		4,500
25'	US YACHT inboard		18,000
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27'	CATALINA o/b		11,000
29'	ALBIN		SOLD
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30'	ISLANDER		22,500
31'	MARINER ketch, dsl		36,000
31'	RUSTLER full keel		35,000
31'	SEAFARER		19,900
34'	WYLIE		41,900
35'	RAFIKI		48,000
36'	CASCADE		59,000
36'	ISLANDER		57,500
37'	TAYANA MkI cutter		89,500
37'	TAYANA MkII ketch		110,000
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53'	NORSEMAN 535 cutter	637,000
55'	TAYANA cutter	350,000

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highlighted listings are at our docks

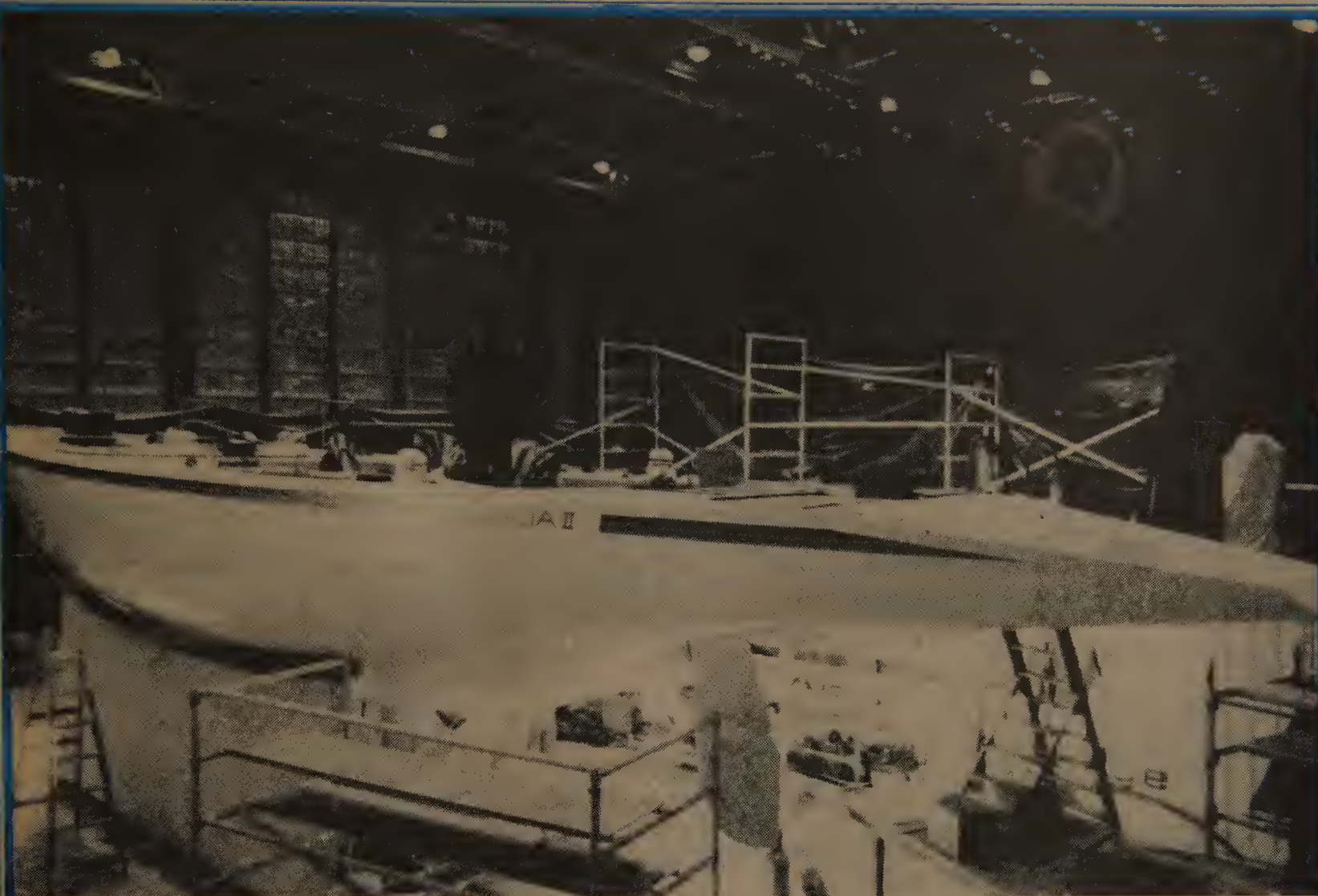


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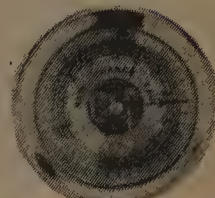
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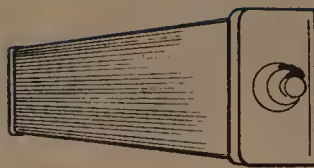
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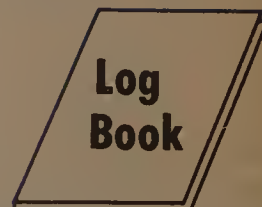
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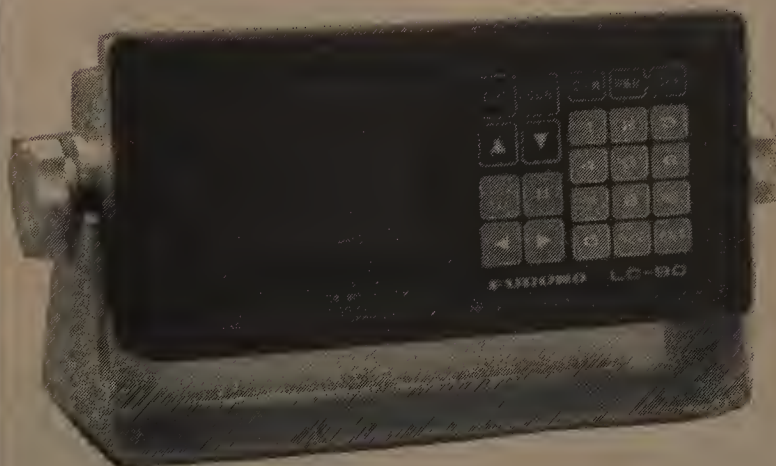
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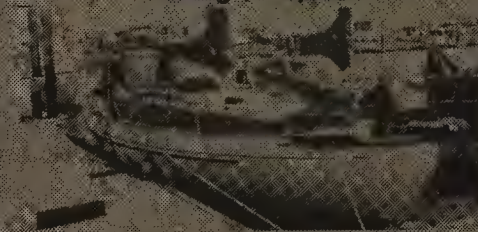
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46'	ROSBOROUGH Schooner	'80	95,000	36'	CATALINA	'85	67,000	32'	ALOHA	'83	59,000
45'	DUFOUR	'78	150,000	36'	ISLANDER	'72	42,000	29'	COLUMBIA	'65	22,500
44'	CHEOY LEE	'77	119,000	36'	CHEOY LEE	'73	55,000	29'	J/BOAT	'84	25,000
43'	ROGERS	'83	119,000	36'	YAMANA	'81	79,000	29'	BRISTOL	'72	27,000
42'	EXCALIBUR	'81	119,000	36'	S-2	'80	62,000	29'	ERICSON	'72	18,500
42'	PEARSON 42.4	'80	119,500	36'	MAGELLAN	'77	65,000	29'	GULF	'84	35,000
42'	EXCALIBUR	'81	119,000	36'	CATALINA	'83	60,000	29'	RANGER	'71	19,500
41'	RNODES BOUNTY	'59	46,000	36'	FORMOSA	'80	45,000	29'	SAN JUAN	'78	21,750
40'	PEARSON	'80	93,500	36'	ISLANDER	'72	45,000	29'	ERICSON	'73	26,000
40'	CHALLENGER	'83	74,500	36'	UNION	'87	45,000	28'	ALBIN MARINE	'81	25,000
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40'	WILDERNESS	'81	69,500	35'	CHALLENGER	'77	53,000	28'	COLUMBIA	'77	20,000
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40'	SANTA CRUZ	'84	110,000	35'	ERICSON	'78	50,000	28'	TRITON	'72	10,000
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38'	CATALINA	'83	59,500	34'	CAL	'68	32,000	27'	GAFF Cutter	'70	3,000
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38'	ERICSON 381	'87	95,000	34'	CAL	'76	44,000	27'	C&C	'81	23,000
38'	MORGAN	(2) frm	74,500	33'	PEARSON	'78	36,500	27'	CATALINA	'82	25,200
37'	O'DAY	(2) frm	55,000	33'	NEWPORT	'83	48,000	27'	CAPE DORY	'78	24,000
37'	TAYANA PH	'85	107,000	33'	RANGER	'75	33,500	27'	SUN YACHTS	'79	18,000
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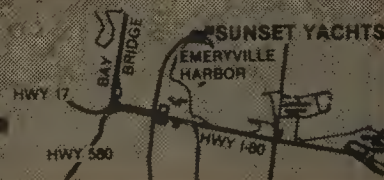


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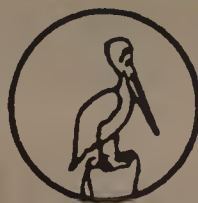
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27' CS, '79 ... 21,950		40' Santa Cruz ... 113,000
28' Pearson, '86 ... 46,950		40' C&C, '84 ... 129,950
28' Lancer, '78 ... 14,000		41' Jeanneau, '86 ... 137,500
28' Dufour Mezzo ... 44,900		41' C&C, '84 ... 175,000
		45' Dufour, '75 ... 159,950
		45' Jeanneau, '85 ... 197,500



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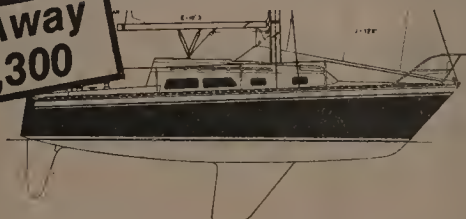
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27' ERICSON, (2) frm ... 15,900	36' C.L. LUDERS, slp ... 49,500
27' EXPRESS/trlr, '82 ... 27,000	36' ISLANDER, '76 ... 45,000
28' DUFOUR, '84 ... 44,000	36' PEARSON, '73 ... 54,000
28' NEWPORT ... 16,000	36' S-2 (11 meter) Sloop, '80 ... 63,000
28' PEARSON, '85 ... 45,000	36' UNION POLARIS, '81 ... 81,000
29' J/29, '83 ... 26,000	36' YAMAHA slp, '81 ... 79,000
30' BABA Cutter, '85 ... 81,000	37' ISLANDER PH ... 47,000
30' ERICSON, '82 ... 42,000	38' ALAJUELA, '77 ... 79,000
30' NEWPORT II, '79 ... 35,000	38' ERICSON, '82 ... 66,000
30' PEARSON, '73 ... 23,900	39' FREYA (2) frm ... 79,000
30' PEARSON 303 ... 44,000	39' LANDFALL Cutter
31' DUFOUR, (2) from ... 29,900	PH, '79 ... 75,000
32' DOWNEAST Ctr, '76 ... 54,000	39' NEW ZEALAND
32' GULF, '80, (2) frm ... 44,000	(Racer), '82 ... 69,900
32' PEARSON 323, '78 ... 48,000	40' SANTA CRUZ, '84 ... 110,000
33' HUNTER, '79 ... 36,000	41' FORMOSA kitch ... 79,000
34' FISHER MS ketch, '84 ... 109,000	41' MORGAN O/I, '71 ... 71,000
34' HUNTER, '85 ... 51,000	41' NEWPORT, (3) frm ... 59,000
34' PEARSON, '84 ... 64,000	45' LANCER P/H, M/S, '83 ... 125,000
35' CORONADO, '73 ... 39,000	45' PORPOISE kitch '70 ... 80,000
35' FANTASIA Ctr, '78 ... 75,000	46' MORGAN O/I kitch, '79 ... 145,000
35' FUJII kitch, '74 ... 45,000	48' STEEL MTRSL, '81 ... 240,000

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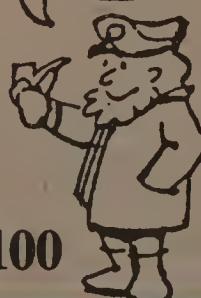


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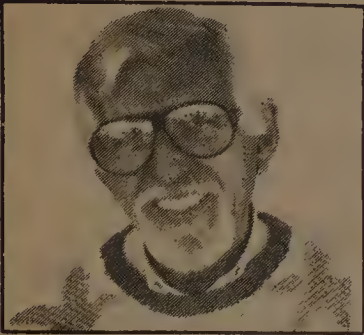
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A NEW YACHT BROKERAGE AT SAN FRANCISCO BAY YACHTING CENTER!



After 15 years of selling boats at Jack London Marina, I have crossed the "Estuary" to form a new yacht brokerage at the San Francisco Bay Yachting Center at Mariner Square in Oakland.

It's all here at the "Center". New boat sales — power & sail, electronics sales, service and installation plus a complete boat repair yard!

A brokerage that sells used power and sail boats only, such as I have formed, should make the "Center" even more attractive to the buyer.

I hope that all of my friends that I have sold boats to in the past 25 years, or those that were "almost", will remember me in their quest for another power or sailboat.

Give me a chance to sell your boat too, if that is your inclination.



39' FREEDOM '83 EXPRESS
Ketch rigged, carbon fiber masts, 44 hp diesel, spacious interior, nice condition, working sails plus mizzen stay sail.
Asking \$115,000.



34' ERICSON '78
Sloop rigged new 30 hp diesel aux., 7 sails, full electronics, dinghy w/out-board.
\$37,950.



38' ERICSON '82
Mast head sloop, 4 cyl. diesel aux., well equipped, like new.
Reduced to \$69,950.

27' DUFOR '75, Volvo dsl, 4 sails, sharp	Try \$17,500	30' BABA '83, dbl end disp cutter, dsl aux, sharp	offer
27' CATALINA '83, dsl aux., like new	\$16,950	34' PEARSON '85, 3 sails, Yanmar dsl, well equipped	\$58,500
27' ERICSON, all very nice	five to pick from	36' PEARSON '85, aft cabin, dsl aux, loaded	\$93,500
27' BUCCANEER '77, family size	Asking \$17,500	36' ISLANDER '78, Perkins 4-108, furling gear	A buy at \$46,000
27' CS Sloop, Volvo dsl, attractive interior, clean	\$21,950	37' TAYANA Cutter Mark II, beautiful cond	Try \$89,500
28' PEARSON '86, Yanmar dsl, furl jib, like new	\$46,950	38' 200 ERICSON '86 Sloop, Yanmar dsl, 3 sails, a beaut	\$89,500
30' PEARSON '79, dsl aux, electronics, roomy	\$22,950	40' VALIANT Cutter, dsl aux, clean, epoxy bottom, super	\$98,500
30 + ERICSON '82, dsl aux, North sails, loaded, clean	\$42,500		

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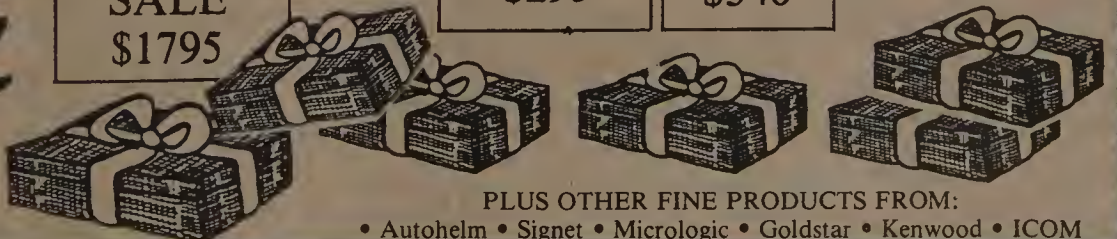
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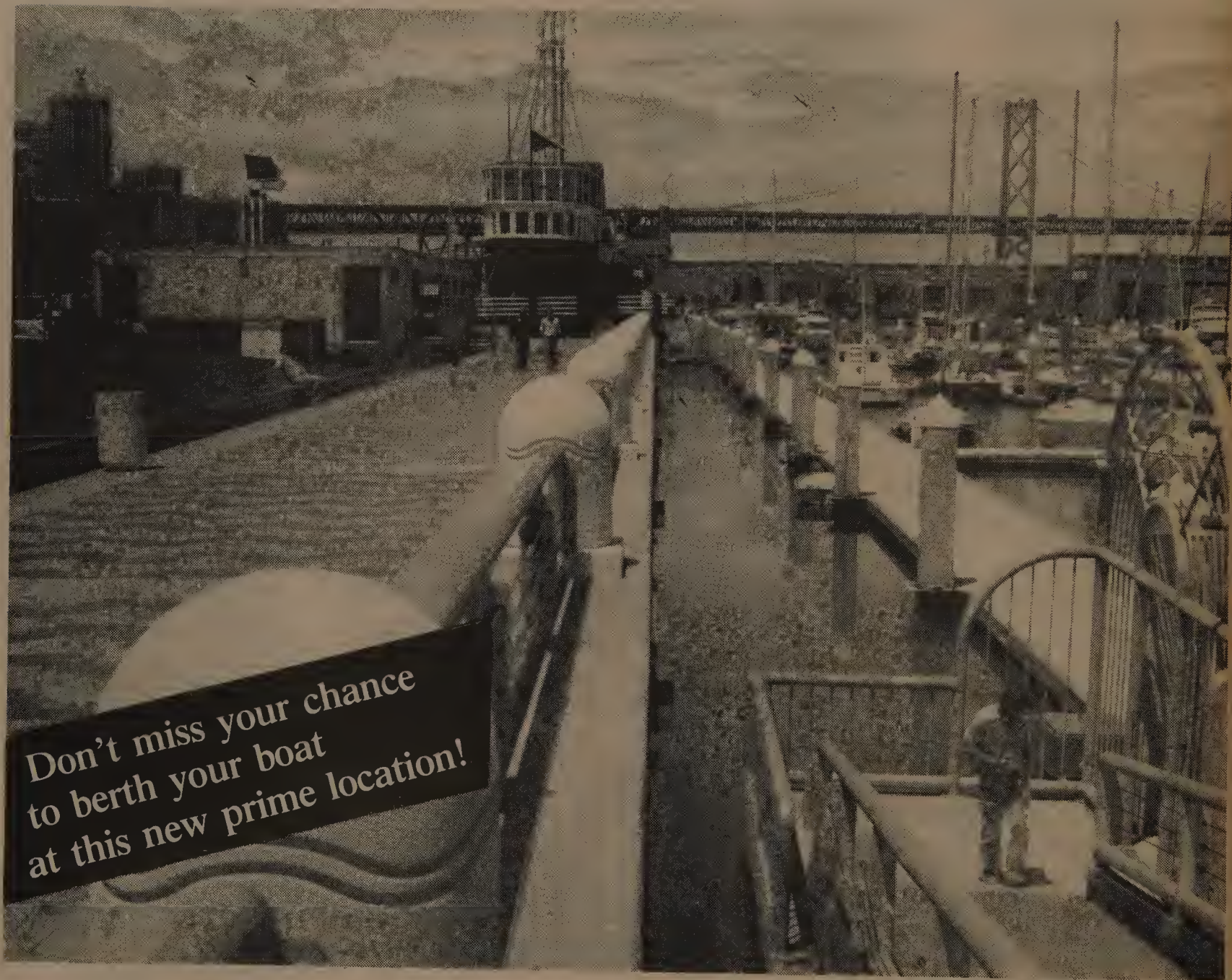
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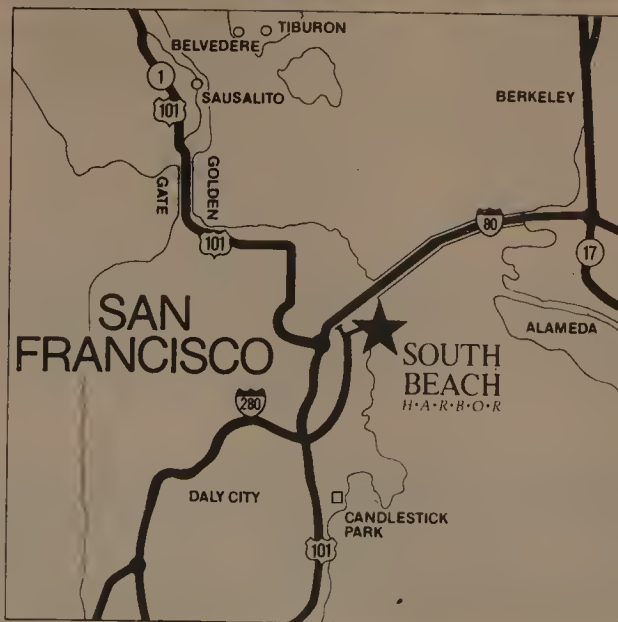
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CALENDAR

Nonrace

Through February 1 — Victorian Yachting on San Francisco Bay. A free exhibition of historic pictures celebrating the early years, as in the 1880s and 90s, of local yachting. San Francisco Maritime National Historic Park (foot of Polk Street), Wed.-Sun., 10 a.m. to 6 p.m.

December 2-24 — Christmas caroling aboard the *Merritt Queen* on Lake Merritt, Oakland. Catch the Christmas spirit! For reservations, call 444-3807.

December 3 — Lighted boat parade on the Oakland Estuary. More Christmas spirit! Be at Jack London's Waterfront at 4:30 to watch the boats and the fireworks. For info on entering your boat, call 874-4800. To reserve seats for the dinner buffet afterwards at Metropolitan YC, call 536-MYCO.

December 3 — Third Annual Boat Maintenance Workers' Ball. The traditional Xmas bash for SoCal BMWs. Why isn't there an industry party for Bay Area BMWs? The Crow's Nest, Newport Beach; 8 p.m. until the wee hours. Bonnie Haines, (714) 673-4471.

December 4 — Catalina 27 annual dinner party. Richmond YC, 6 p.m. Karl Dake, 525-4136 or Tom Walsh, 943-1030.

December 10 — Booksigning at the Armchair Sailor Bookstore in Sausalito (42 Caledonia St.). Jack Williams, author of the new *Baja Boater's Guide*, will be on hand to sign copies of Volume I, and to answer questions. Noon until 3. For directions or information, see this month's *Sightings*, or call the Armchair Sailor at 332-7505.

December 10 — Cal 29 Fleet Annual Banquet and Awards Ceremony. All Cal 29 owners invited. For details, call Doug Clark at (415) 964-0912 (home) or (408) 943-4564 (work).

December 10 — Christmas on the *C.A. Thayer*. The SF National Historical Park presents ship tours, chantey sings, hot cider and cookies, tree trimming and even a cameo by the rotund Red Man on board the *Thayer*. A nice way to end a Saturday of power shopping, and don't forget to bring the kids! Hyde Street Pier, 6 p.m. Free, but reservations are requested. 556-6435.

December 16, 1773 — The Boston Tea Party occurs. Don't believe the history books: the "Indians" that further polluted Boston Harbor with all that tea were actually outraged sailors who, after a long day of midwinter racing and way too many drinks at the yacht club, were protesting the lack of a decent measurement rule to race under.

December 18 — Christmas on the *Balclutha*. Same idea as the Dec. 10 program on the *Thayer*. Spend money in the Cannery or Ghirardelli Square beforehand; only seven shopping days left!

December 21, 1620 — The *Mayflower* lands at Plymouth Rock, depositing its load of Pilgrims. Talk about changes in latitude — these guys were the original cruisers!

January 6-15 — San Francisco Sports and Boat Show. Cow Palace. 931-2500.

January 7-15 — San Francisco International Boat Show. Moscone Center. 521-2558.

January 18 — "John Kostecki and Bob Billingham: American Olympic Sailing Silver Medalists". A \$2.00 donation will be collected at the door; proceeds benefit CYC's sailing education programs. Corinthian YC, 1930. Randall von Wedel, 564-1516.

Racing

December 8-11 — Salem ProSail Series. The third and last leg of the '88 series — which at \$500,000 is the richest professional sailing purse ever offered — ends in Miami. Smart money in the P-40 class is on Randy Smyth, who won at Newport, RI, and San Francisco. Smyth needs to finish seventh or better — a slam dunk for the speedy Huntington Beach sailmaker — to collect the \$25,000 bonus for winning the inaugural overall title.

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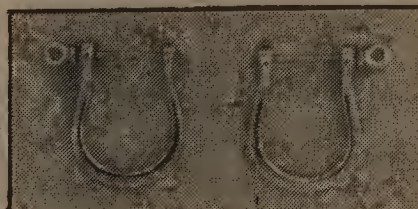
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We now have available through Spinnaker Sailing room for new Catalina sailboats in the charter fleet. Why a Catalina sailboat? Because Catalina sailboats are the most popular sailboat built in America. Catalina provides unquestionably the best quality and value for your money at both time of sail and resale. Proven by over 35,000 Catalina boats now in use.

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(3)	CATALINA 22	from	3,790
'69	COLUMBIA 22		4,995
'84	O'DAY 22		7,495
(2)	RANGER 23	from	7,495
'67	O'DAY 23		4,495
'63	COLUMBIA 24		7,200
'79	CATALINA 25		11,500
(2)	CORONADO 25	from	4,495
'65	PEARSON 26'		9,995
'70	INT'L FOLKBOAT		14,000
'79	CS 27		24,500
(6)	CATALINA 27s	from	10,995
'68	SANTANA 27		12,995
'78	CAL 2-27		22,995
'69	VEGA 27		14,500
'67	CAL 28		11,500
'71	E-29		20,000
'70	CORONADO 30		19,995
'74	CAL 3-30		27,995
(3)	CATALINA 30s	from	27,995
'73	FISHER 30		49,500
'70	BRISTOL 33		28,995
'76	CAL 2-34		38,000
'84	C-36		56,500
'80	ALLIED 36 ketch		74,995
(2)	CATALINA 36	from	59,000
'76	ISLANDER 36		53,495
'81	CATALINA 38		60,995
'77	CAL 39		76,500
'87	MARINER 39		130,000
'81	WILDERNESS 40		79,900
'82	SWIFT 40 ketch		94,995
'72	COLUMBIA 43		74,995

POWER

'79	SEARAY 36	65,000
'87	INTEGRE 46	197,500

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FARALLONE YACHT SALES

SAIL

'85	NACRA 5.8	4,500
(2)	CATALINA 22	4,900
'75	C&C 24	9,500
(4)	CATALINA 25	11,400
'80	ERICSON 25	11,400
'76	O'DAY 25	11,400
	525 SANTANA	Inquire
(3)	CATALINA 27	13,900
'79	NOR'SEA 27	27,500
'76	ERICSON 27	21,500
'83	CAPRI 30	20,000
(4)	CATALINA 30	24,900
'84	JEANNEAU	44,500
'79	PETERSON 34	34,000
'84	FISHER 34	109,000
'77	TAYANA 37	72,000
'79	ERICSON 35	39,500
'75	COLUMBIA	46,500
'81	NIAGARA	75,900
'75	FISHER 37	125,000
'83	CATALINA 38	64,500
'84	CATALINA 38	55,000
'81	FORMOSA 46	87,500

POWER

'72	GRAND BANKS 32	48,500
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"I'd rather be fast than smart..."

...but unfortunately my boat is just not that fast. It's not for lack of trying either. I've spent lots of time and money on everything from new sails and integrated instruments to fancy keel jobs. I guess I was going faster than before, but it just didn't seem to be enough.

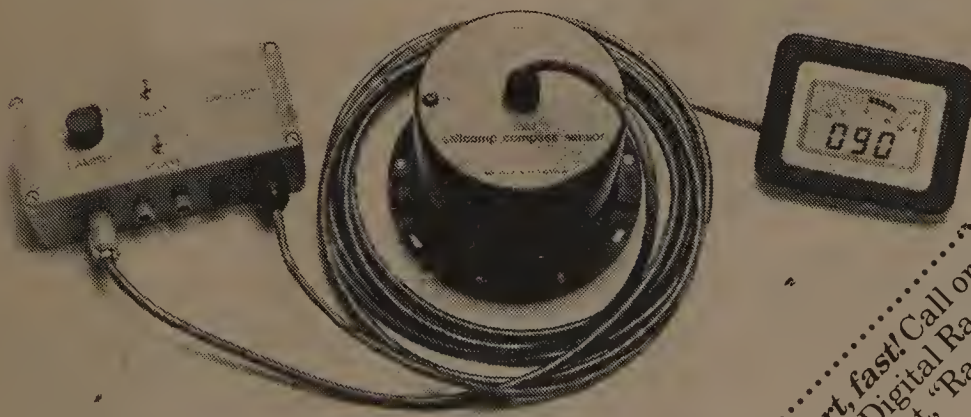
I used to spend every Saturday afternoon in the middle of the fleet with the same bunch of guys. No matter what I tried, I was never fast enough to break away from the pack. Whenever I sailed next to the top guys it seemed like I was going just as fast as they were, but by the first mark they were *always* ahead.

One day I realized, I wouldn't get faster until I got smarter. I'd heard about Sailcomp compasses, but didn't think they could make enough of a difference to be worth the money. After all, how could a digital compass make me go faster? Finally, I gave one a try. You wouldn't believe the difference. *Sailing smarter made me faster.*

We never used to pay much attention to the compass. Sailing upwind, I'd ask the crew "are we up or down?" Two people said "up," two said "down" and the rest didn't understand the question. Now when I sail upwind, any one of them can call the shifts. The display not only shows your exact heading, but also how much you're lifted or headed. Two or three degree windshifts, oscillations, persistent shifts; it's all clear to me now. I still see all the same guys on Saturdays, but now it's only at the bar after the race. I knew windshifts and tactics were important—I just didn't realize *how important!*

I could have spent a million dollars on my boat and still not have gone fast enough to make up for missing one big shift. Nobody goes *that* fast. You can't win races with a slow boat. **But you know, my boat seems a lot faster these days.**

Sailcomp Digital Racing Compasses



The Sailcomp PC103 Racing Compass gives you tactical information that helps you win races. The display shows the heading and the starting timer in large digits while off-course and head/lift data is displayed on the upper analog display.

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CALENDAR

January 21 — The Singlehanded Sailing Society/Three Bridge Fiasco, a race of choices. Choose which way you want to "round" the three bridges; choose if you want to sail single or doublehanded; heck, choose if you want to go at all. Choose to call Shama at 332-5073 for more details if you choose to attend.

February 18 — Puerto Vallarta Race. See *The Race Sheet*. Del Rey YC, (213) 823-4664.

February 23 - March 8 — The SORC... on the rebound? St. Petersburg YC, (813) 822-3873.

March 4-11 — MEXORC. Cancelled this year. For details, see *The Race Sheet* or call Jeff Littell, (714) 955-2710.

March 26-31 — Sea of Cortez Race Week, aka Baja Haha. Need we say more?

Midwinter Series

BERKELEY/METROPOLITAN YC — 12/10-11, 1/14-15, 2/11-12. Kirt Brooks, 284-1778.

BERKELEY YC — "Chowder Races". 12/31, 1/28, 2/25. Bobbi Tosse, 939-9885.

CORINTHIAN YC — 1/28-29, 2/18-19. CYC, 435-4771.

ENCINAL YC — "Jack Frost Series". 12/17, 1/21, 2/18, 3/18, 4/15. Seth Bailey, 786-6944 (days); 521-4780 (nights).

GOLDEN GATE YC — "Manny V. Fagundes Midwinter Regatta". 12/4, 1/8, 2/5, 3/4 (makeup). Tom Martin, 826-6516.

RICHMOND YC — Small Boat Midwinters. 12/18, 1/29, 2/26. RYC, 237-2821.

SAN FRANCISCO YC — 12/17-18. Bruce Darby, 435-9133.

SANTA CRUZ YC — 12/17, 1/21, 2/18, 3/18. Rob Franks, (408) 425-0361.

SAUSALITO CRUISING CLUB — 12/3, 1/7, 2/4, 3/4. Bob Wooll, 331-5770.

SAUSALITO YC — 1/28-29, 2/25-26. Don Chandler, 331-4017.

Please send your calendar dates **by the 10th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but only one announcement per page and *please*, no phone-ins. Calendar listings are for events that are either free or don't cost much to attend. The Calendar is *not* meant to support commercial enterprises.

December Weekend Tides

date/day	slack	max	slack	max
12/3/Sat	0248	0550/2.5F	0853	1146/3.0E
	1552	1841/2.2F	2133	
12/4/Sun		0001/2.1E	0332	0628/2.4F
	0927	1230/3.5E	1636	1935/2.5F
	2234			
12/10/Sat	0243	0440/1.8E	0728	1030/2.3F
	1305	1647/5.1E	2046	2351/3.7F
12/11/Sun	0330	0527/1.8E	0816	1116/2.2F
	1350	1734/5.0E	2131	
	1350	1734/3.2F	0756	1056/3.9E
12/17/Sat	0142	0450/3.2F	0756	1056/3.9E
	1455	1746/2.8F	2048	2316/2.5E
12/18/Sun	0237	0540/3.0F	0839	1152/4.4E
	1553	1854/3.3F	2202	
12/24/Sat	0236	0444/1.8E	0743	1030/2.5F
	1314	1644/5.0E	2047	2355/3.8F
12/25/Sun	0320	0525/1.8E	0831	1116/2.3F
	1359	1726/4.7E	2130	
12/31/Sat	0059	0403/2.3F	0715	1007/2.8E
	1420	1658/1.7F	1956	2219/1.9E

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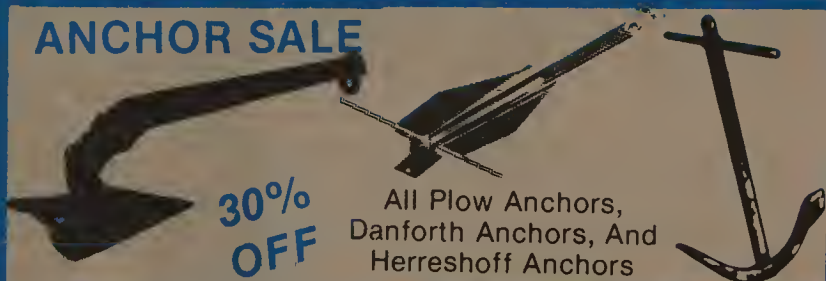
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5/32	3/8	40'	50'	116.00	58.00	52.00
3/16	7/16	50'	50'	148.00	74.00	70.00
7/32	7/16	60'	60'	196.00	98.00	90.00
7/32	1/2	65'	65'	229.00	112.00	90.00
1/4	1/2	70'	70'	250.00	125.00	117.00
1/4	5/8	70'	70'	322.00	161.00	150.00
5/16	5/8	85'	85'	495.00	250.00	150.00

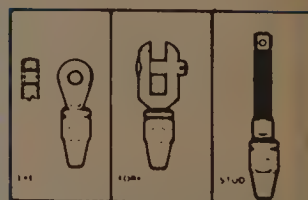
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eyes.....	35.00	\$25.20
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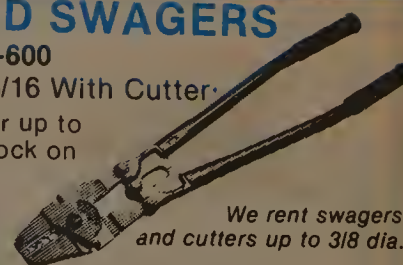
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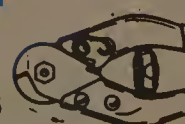
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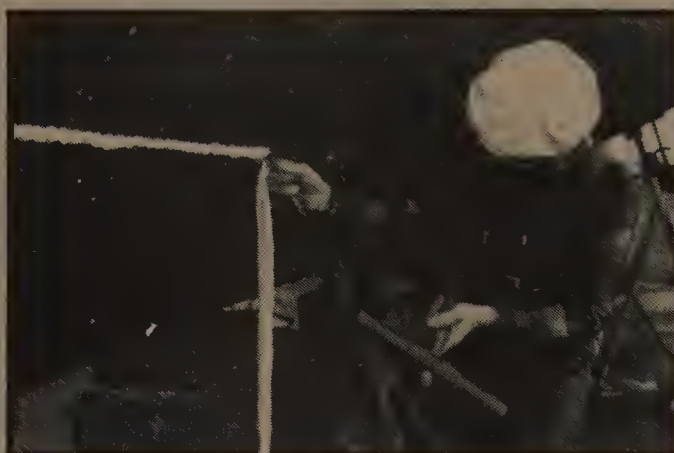
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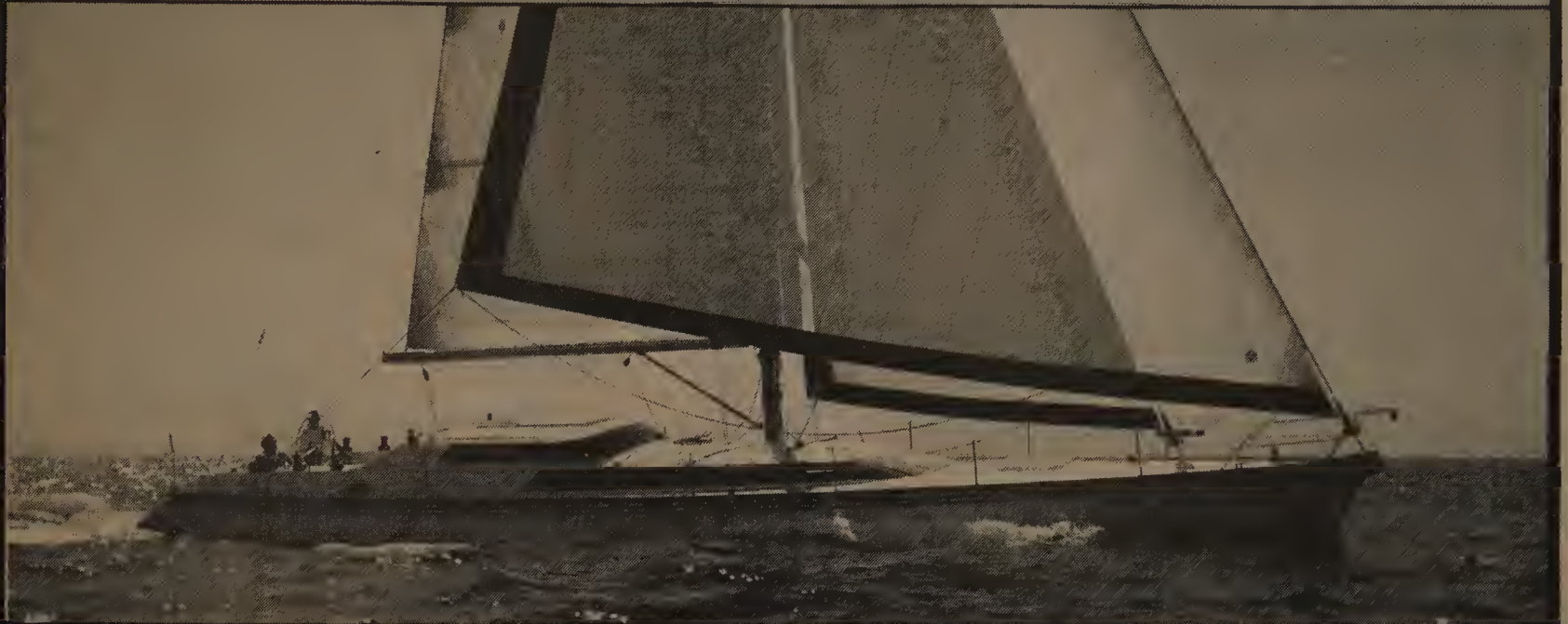


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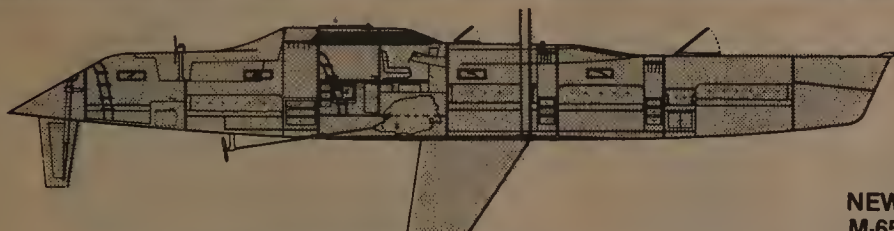
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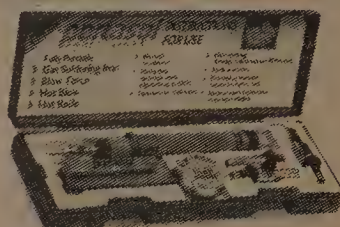
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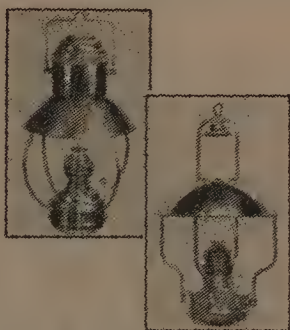
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LETTERS

DIETSEL DISPOSING DILEMMA

I'm relating the following experience in the hope it will remind owners of diesel engines to remember to keep their fuel tanks topped off. Failure to do this simple little thing can result in the kind of frustration I can only wish on ass----s that sail around the west side of Angel Island without an engine of any type and then expect someone to tow them "over toward the San Francisco Yacht Club" when the wind dies. Pal, if you can afford to live there, you can damn well afford an outboard. Or, the kind of s---heads on the two boats hanging off the one buoy on the east side of Angel Island one Friday night, who at 12:30 started to have a party. But back to the point . . .

It was always inconvenient for me to keep my diesel tank topped off, so condensation formed, water collected and algae grew. As a result, my fuel lines, filters, and injectors all got clogged. Fortunately I was able to sail back to my slip. You *must* keep diesel tanks topped. And despite what some people say, a good quality additive used regularly helps.

The real horses--t began when I pumped the fouled fuel out of my tank and into a couple of jerry cans. After cleaning the tank and replacing the filters, I wasn't too keen on using the old fuel. I didn't have the time, place, containers or other little items necessary to strain and filter the fuel, so I started looking for someplace to dispose of it.

Dumps can't take it. The marina, gas stations and truck stops all refuse it. The latter two will take crankcase oil, but not diesel. Places that take oil from restaurants won't accept it. I found that some oil recyclers will accept it; but you can't take it to them, they have to come and pick it up — to the tune of \$50! That's really stupid. I had less than ten gallons and it seemed unreasonably expensive to do what was right regarding disposal.

The county fire district didn't want the dirty fuel and had no idea what I should do with it. The pretentious little community I live in has no toxic substance disposal program. Some communities do have such programs, but you can't participate unless you live in them. You think they'd be happy to accept it and keep it out of the environment. A nearby kiddie train will take fouled fuel from city and county sources, but not from individuals. The same with the tourist train in Santa Cruz.

Some water districts put their fouled diesel in a centrifuge, which separates the fuel from the fouled stuff. Great. I told them I'd deliver ten gallons to them free of charge. But wait, they can't take it from an individual. Liability, you know. Horse shit!

Even the Coast Guard couldn't tell me what to do with it.

I bet that the need to dispose of fouled fuel is greater than anyone realizes. It is difficult, just short of impossible really, to properly dispose of the stuff at a reasonable cost. I'm not condoning it or defending it, but I know the tendency of most people — at least until some reasonable disposal system is developed by the appropriate agencies — is to dump it down the drain or along the side of some road — just where nobody wants it.

My 'solution' was to go through the cost of getting more containers, strainers, drainers, etc., and filter the fuel several more times. After all the work and expense, I was able to salvage all but one gallon. Late one night I placed that gallon of goo on the doorstep of one of the government agencies that is supposed to be in charge of developing an appropriate disposal system. "We don't know what to do with it, but don't you throw it awaaaaaaay," they said to me. Perhaps right now some government employee is looking at that gallon of diesel and wondering what the hell they are going to do with it. Well now, "Just don't throw it awaaaaaaay," is all I have to say.

My only hope is that my strategy will "fuel" some thought and action that will result in a program being formed whereby an

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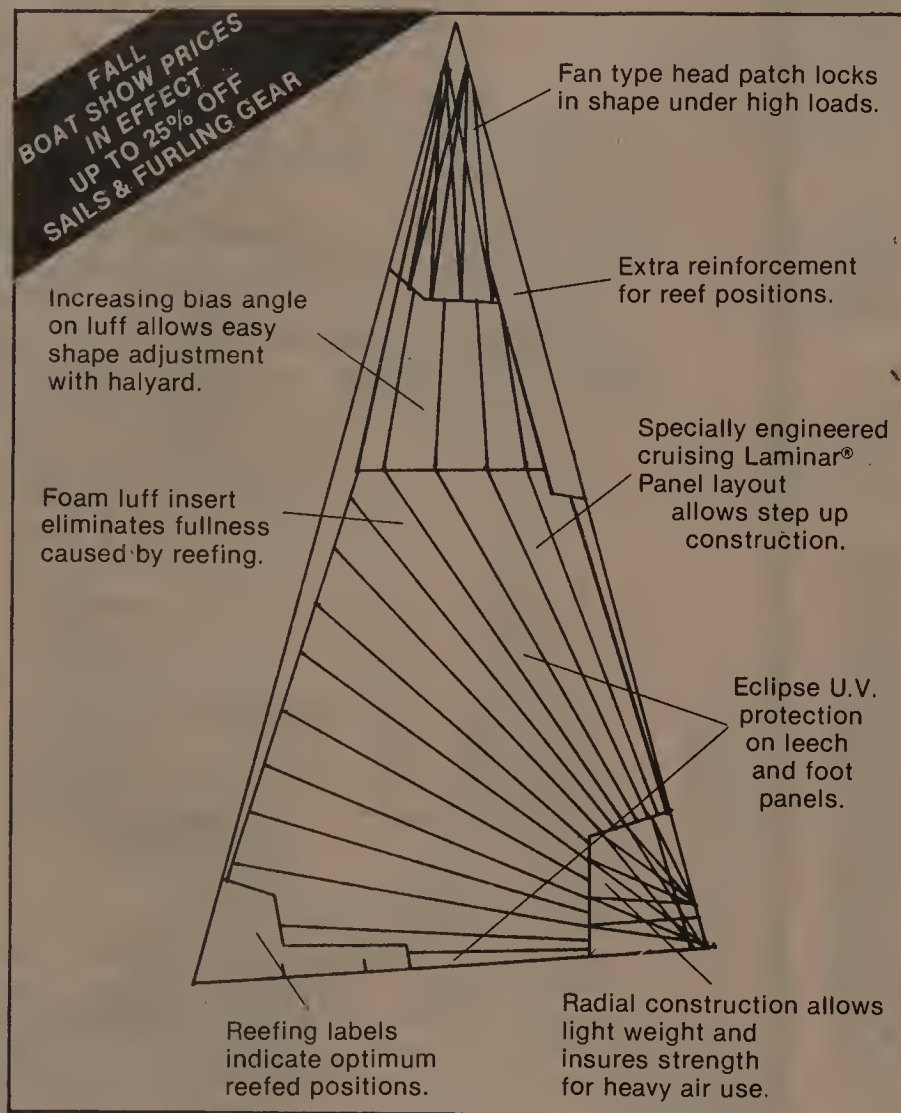
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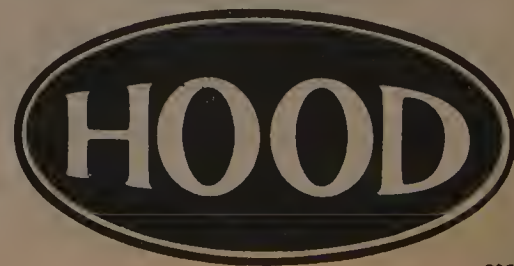
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LETTERS

individual can properly — and at a reasonable cost — dispose of such waste. Until then, keep those tanks topped off.

Name Withheld By Request
San Jose

N.W. — Those diesel additives designed to inhibit the growth of algae in diesel aren't phony products, as are some made for gas engines. As you now know, the diesel additives keep your diesel from taking on the consistency of chocolate pudding.

Mucked up diesel is not an uncommon problem, which is why there are "fuel polishing" services around. These guys come out to your boat, suck the fuel out of your tanks and through a series of filters, then pump it back into your tank. The process is under relatively high pressure and is repeated until the fuel is clean. We wonder where they dispose of their bad diesel? The only problem is that the only company we knew of in Northern California that served boats is no longer operating. Can anybody else offer advice on disposing of diesel?

⇓IF SHE'S SO FAST . . .

If *Stars & Stripes*, the San Diego YC defender in the recent America's Cup, is so fast, why isn't she in the Guinness Book of Records?

What is the record for wind-powered vessels?

Commodore George Schneider
Westwood Yacht Club
Oakland

Commodore — We don't know the speed record for a sail-powered vessel. Sailboards and special cats have hit 35 and perhaps even 40 knots. Frankly, the ultimate speed potential of sail-powered vessels has always left us a little bit cold.

To our knowledge, *Stars & Stripes* was never put through any standardized runs for speed records. Even if she was, we doubt she'd have been the fastest. You have to remember she was built for one purpose; to win the America's Cup in the generally light conditions found off San Diego. Because of this, she was designed to be more light than strong and with only moderate stability. Frankly, we doubt that she's strong or stiff enough to handle the brisk winds that would be necessary for a record speed attempt.

⇓THE CLASSIFIED INFO ON THE TUSSLE IN PANAMA

I am from the Bay Area, so I have been elected by my company to write this letter. On October 21 we returned from a six month tour of duty in Costa Rica. After being debriefed, we're now back at Camp Pendleton. (My Mom sends me your rag).

We'd been sent to Costa Rica in March for further training after completion of basic. We were deployed to Panama immediately. Having been there when the trouble broke out in March, we can say that Capt. Mickey C, whose reports have been dismissed by several other readers, was lucky to get out. We were sent into the Canal Zone to keep the peace. Two of our company were killed in action. Nine others were wounded.

That guy Starbuck either had his head up his ass or is running scared. Panama is okay now, but it was a war zone in March and April. The U.S. military was very involved in fighting and the evacuations of military personnel and families.

In Costa Rica my company was assigned to border surveillance. There are 15,000 Marines in Costa Rica and at least that many U.S. Army and about 5,000 Army Corps of Engineers. We are there to protect U.S. interests in Central America. There are a lot of terrorists there.

That tica girl who wrote to you is either blind, stupid or both, because she can't see what's happening in her country. Maybe

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Reason Why #3: According to a Gallup survey, 49% of the population of the USA wants to go sailing, but only 4% do. With San Francisco Bay at our doorstep, that seems a shame. We want to crack the other 45% of the market.

Reason Why #4: Students who have taken this course often join Club Nautique and continue on with advanced training. After sailing with us and experiencing first hand the quality of our instruction, equipment and facilities, they won't go anywhere else. You may do the same.

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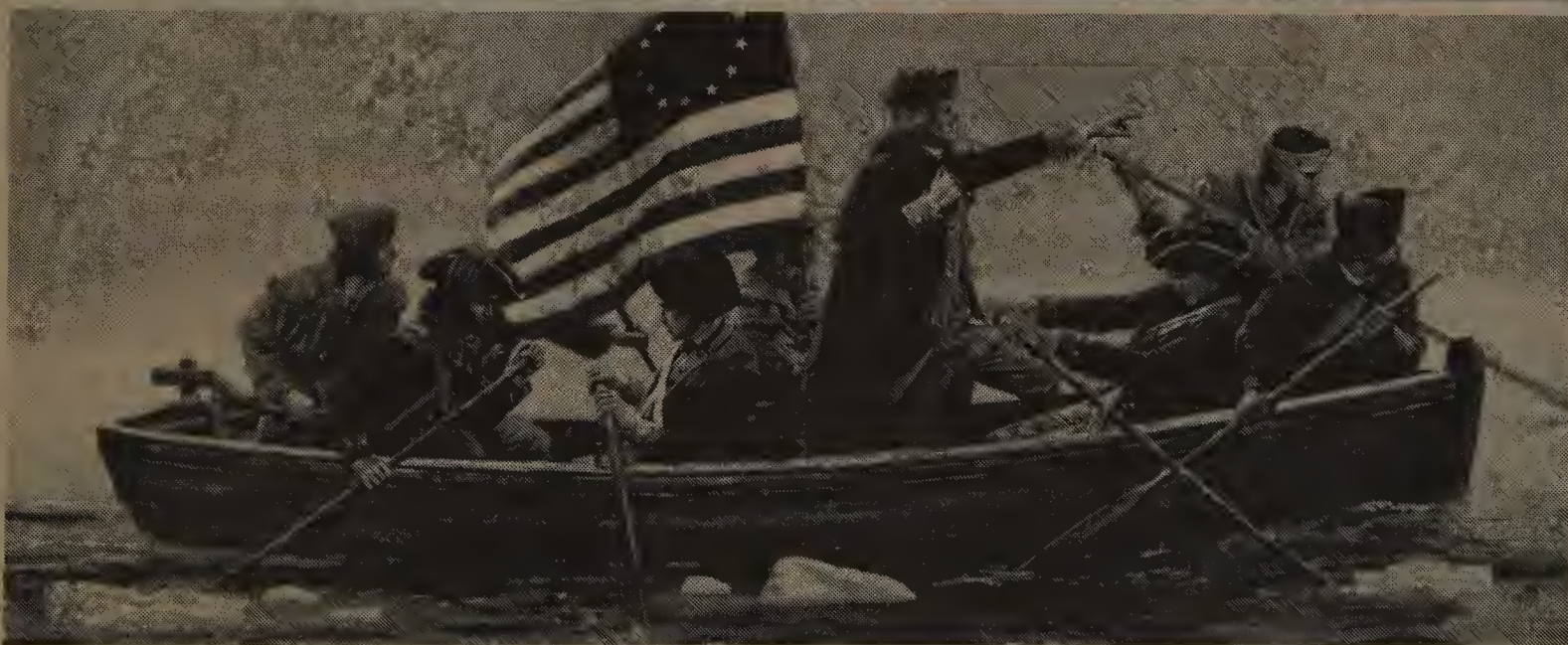
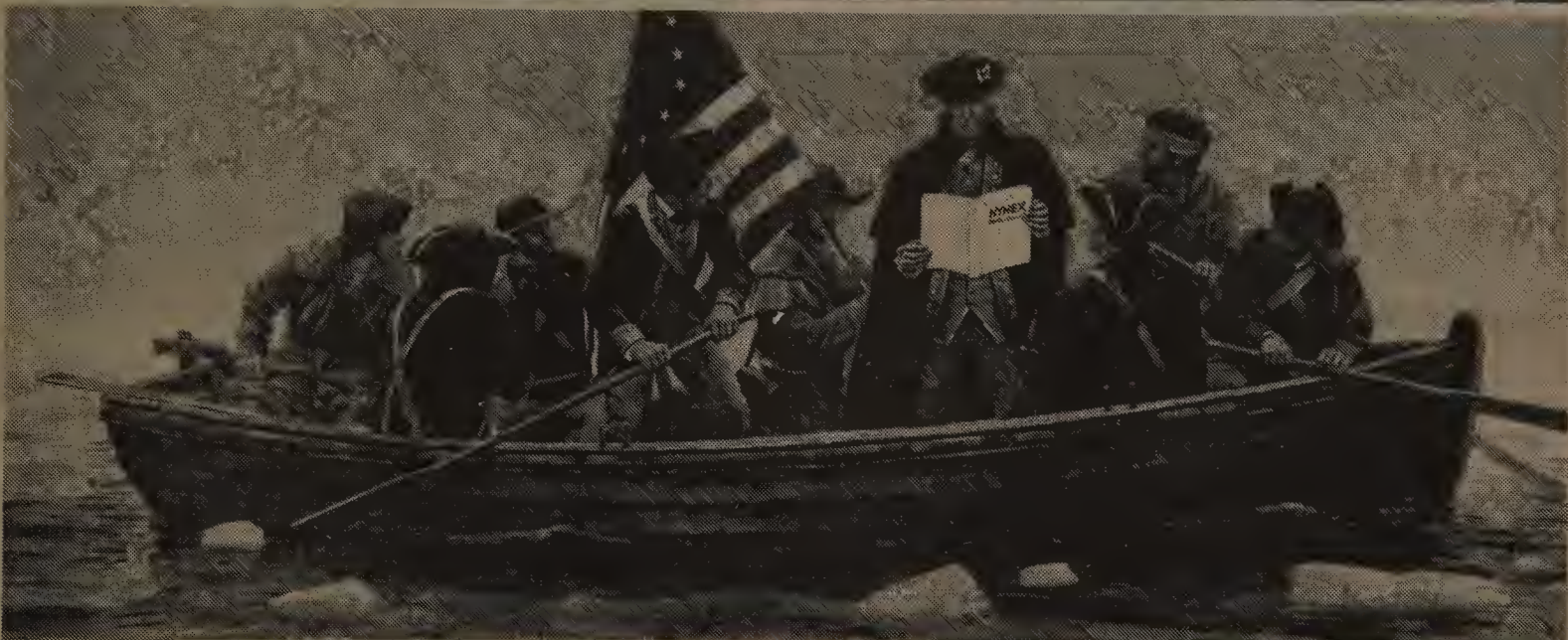
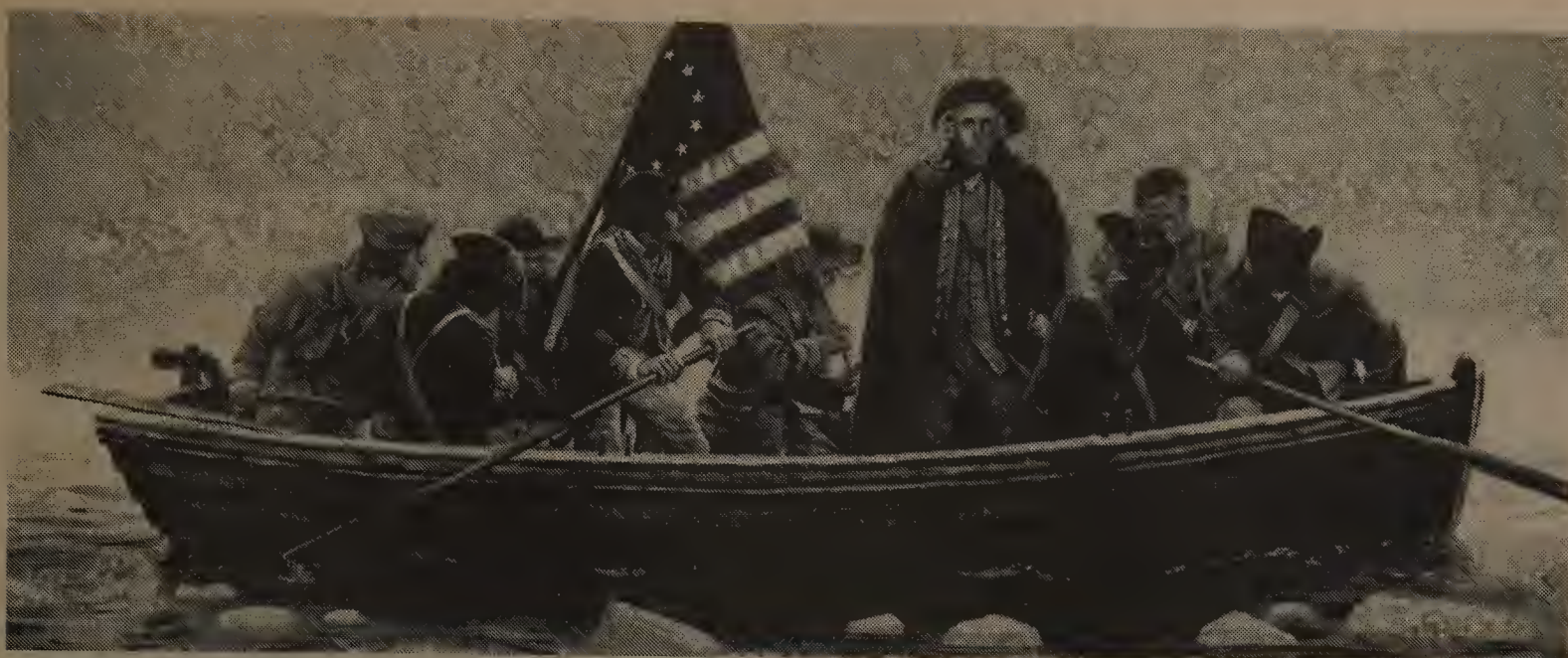
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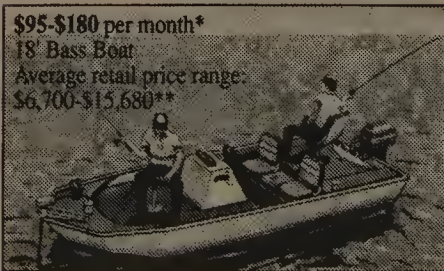


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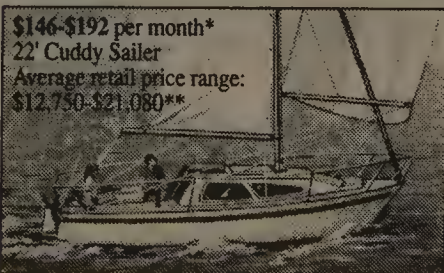
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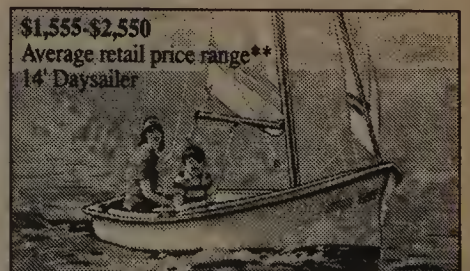
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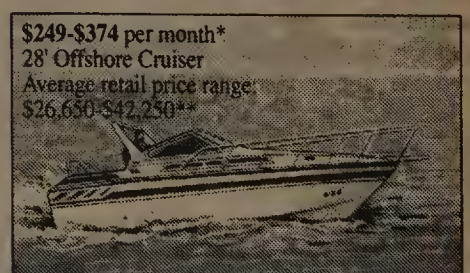
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\$249-\$374 per month*

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Average retail price range:
\$26,650-\$42,250**



LETTERS

that's why she can't get a job as crew. Mickey C is correct about what's happening in Costa Rica.

It's true nonetheless that Costa Rica is a great place and the tica girls are outstanding.

We don't mean to put Mickey down, but what happened to him in Panama wasn't weird. Non-military Americans were doing whatever they had to do to get out in March and April. Things are cool now, but Mickey wasn't bullshitting about what happened then. We encountered a lot of subversive activity there and we do have a heavy CIA and military presence to protect Americans.

I miss the Bay Area and sailing my family's Catalina 30. One of these days I'll be out of the Corps and hope to get a boat I can cruise on. Meantime, keep up the good stories in your rag. We enjoy them here and like the pictures of the female mates. We like the *Classy Classifieds*, too. Wish we had a boat here so those girls looking to crew could be here with us.

Name Withheld By Request
Oceanside

Name Withheld — We've now got two people who are saying that they were lucky to get out of Panama with their lives, and five people who said there really wasn't any danger. Actually, we're inclined to basically believe each side.

A good part of our university education consisted of protesting various causes, worthy and otherwise. The amazing thing was you could see your riot on the 6:00 evening news and it looked like the whole city was exploding when in fact the mayhem was confined to an easily avoidable one or two block area. When it's only 100 yards between entirely different realities, you're bound to get conflicting stories.

⇕THE ANTICS OF THE SPECTATOR FLEET

I had to take more than a passing interest in Steve and Linda Cohen's October letter about being caught between two maxis during the St. Francis Big Boat Series. *Latitude's* reply was excellent.

We on *Kialoa* fully understand the magic and attraction of maxi boats. Surely we would not abandon wives, girlfriends and gainful employment to trek worldwide for the opportunity to race, if this were not so.

The antics of the spectator fleet always provides some amusement for those of us sailing, and we have chuckled at some truly hair-raising stunts. The San Francisco spectator fleet, however, showed real courage and a fair disregard for the safety of their passengers.

I hope you will accept the following observations and suggestions as merely in the interest of making the next Big Boat Series safer for competitor and spectator alike.

Most folks don't realize that a maxi's best point of sail is upwind. We average 9 to 10 knots at 19° to 23° apparent wind, which makes for tacking angles and speeds that cover a lot of water very quickly. The "down the throat" bow-on photograph of a maxi driving to weather puts both boats in extreme jeopardy. That quarter-mile distance of separation you think is safe, means that a collision is 90 seconds away. Since you can't move fast enough to avoid us, we will have to tack or pinch to avoid you.

By the way, a spectator boat's escape route from this situation is *always* to leeward, because we will surely tack just about the time you decide to flee to weather. Such bow-on photographs just aren't worth the risk.

Turning marks are a prime location for viewing the carnage and destruction of a maxi boat screw-up. It is therefore also a very high-risk area, for maxis are nothing but 80-ft dinghies (sailed in the manner of dinghies). Luffing matches, calls for room, jibe sets and

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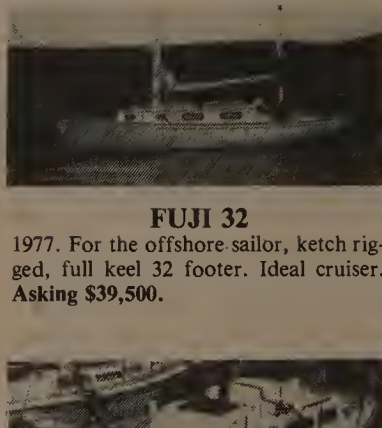
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LETTERS

the full range of madness is to be expected.

In the 5th race I was somewhat impressed by the sailboarder parked about 15 feet from the mark off the St. Francis YC. As we approached on a power reach under a flanker, we set up for a peel to a 1.5 runner; this with *Boomerang* and the rest of the boats (except for *Il Moro*, which naturally was somewhat ahead) right on our heels. As our crowd of maxis reached the mark and jibed, there was a lot of calling for overlaps — yet here was this intrepid soul with his front row seat about 10 feet from the mark. Bad judgement or gear failure (yes, we break stuff from time to time), would have brought a swift end to that boy's life.

The point I'm trying to make is *maxis need a lot of room at the mark!*

A maxi out of control in a round-up situation covers a lot of water. Fast. So if you insist on being at a mark, pick a safe distance and then double it. A half mile would be the absolute minimum.

Spectators should also realize that wakes are like speed bumps, so we competitors hate 'em. Yes, Martha, it's true that we don't own the Bay, and we love to wave at your children (particularly your 18-year old daughter) as we pass. But, we don't need the surfable wake from your DownEgypt 56 poweryacht struggling to keep up with us at ten knots. Especially when we're trying to squeeze off *Passage* or cross *Il Moro* on port (which we were never able to do).

We'd also like to ask spectators with sailboats not to sail too closely to leeward of us. If you do, we create a massive disturbance in the atmosphere and your sailboat will suddenly stop heeling and stand straight up — just when we go by — creating a good possibility that our rigs will lock. Oh boy, that wouldn't be any fun at all.

The St. Francis series is a great one, and the St. Francis YC is to be congratulated for their great patience and good bar service. See ya in two years.

Skip Winterbottom
Kaneohe YC, Kaneohe, Hawaii

Skip — Now that we've had time to think about it, out-of-control spectator fleets haven't been limited to San Francisco.

The start of the 1988 Long Beach to Cabo San Lucas Race was nothing short of chaos; somebody could have easily been killed. The start was a close reach in over 20 knots of wind, which meant a big fleet of maxi ultralights dueled for the windward end of the line at 12 and 13 knots. It was a miracle that any number of small spectator boats weren't run down.

And Skip, you probably remember the maxi starts at the Kenwood Cup in Hawaii. Oftentimes there was crowding on the port end of the line, with the result that some boats got forced out or were over early and had to return. With a big pack of boats just outside the pin, it was again miraculous that there were no serious collisions.

As much as we'd like spectators to get as close to the action as possible, race committees will have to do a better job protecting the fleet or somebody is going to get killed.

↓↑COMING TO THE BAY AREA TO BUY A SAILBOAT

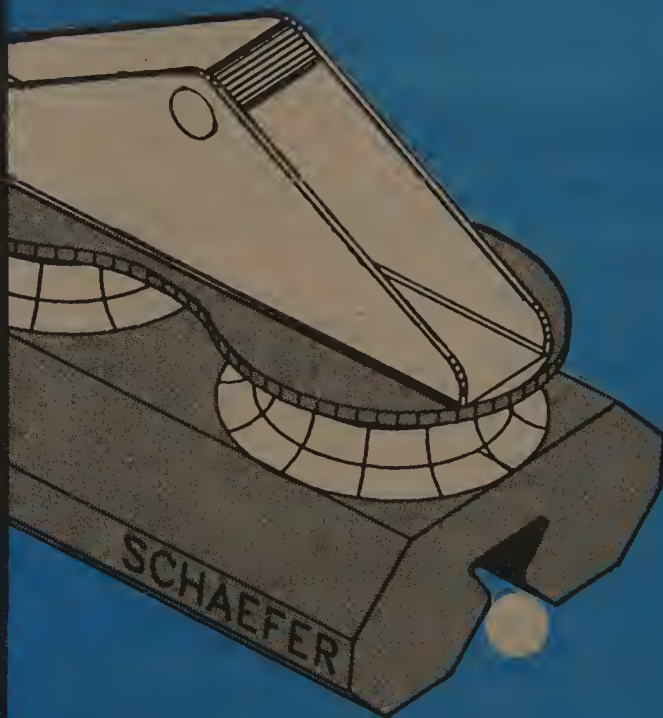
Just a note to say how much I enjoy your magazine. I page through them again and again, but I always seem to keep finding interesting letters or articles I hadn't seen before.

My wife and I have recently returned to the Northwest after a work/play drive around the continent in our "land yacht", an '82 Dodge van. Part of our trip was a quest to find a new and warmer place to live.

We're now back in Seattle to sell our house so we can move to the northern part of the San Francisco Bay Area. Our hope is to

If your traveler car doesn't have balls, then it probably has some serious hangups.

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The L. L. Stone Second Annual Christmas Catalogue

It's not exactly that we had an overwhelming success with our first Christmas gift item last year. Maybe a few of you will remember that we offered an authentic brass lofting "whale." We ended up selling eleven of them, three to Denver, Colorado.

As our marketing consultant said, when he showed up around June to hear the Christmas sales results, what we'd had was a very successful "rifle shot" campaign. He said obviously if we'd put the same marketing effort everywhere else that we put into Denver, we would have sold "a significant number" of whales.

He was leaving in a hurry, as usual, but we reminded him that our entire marketing effort last Christmas had been one ad in Latitude 38. As the door banged behind him, he was advising us that we had to demand from Latitude 38 the same depth of coverage everywhere that we'd gotten in Denver. We did pass that word along to Latitude 38, but they have since agreed to let us stay on as an advertiser.

There are some here at the boat yard who say that eleven whales sold was a significant number, considering — and they are the ones who were most surprised when we decided to offer another gift item this year.

But, you know, from little acorns and all that, so what we have for this holiday season is an incredibly beautiful set of handmade, classic caulking irons and a caulking mallet, and an authentic old fashioned shoulder box to carry them all in. The price is \$475. Now just calm down, calm down, we know it's exciting, but you still have plenty of time, a month, in fact, to get this item under your tree.

Look, we've got a pretty good idea why we didn't sell all that many whales and might not sell many more of these caulking iron sets. They are absolutely authentic, absolutely gorgeous, and, therefore, they are going to be expensive.

The irons themselves are tooled steel, and

the heft and feel is stunning. The mallet is apitong wood, from Africa, wrapped with heavy brass banding. The shoulder box is what every real boatwright still carries his tools in, slung over his shoulder as he climbs up ladders and on up into the rigging.

If you wanted to go start a caulking career tomorrow, these tools would last a lifetime. They are not cute, shiny replicas; they are real; made right here at Stone Boat Yard exactly as they have been for over a hundred years.

There is, of course, the problem these days of someone asking: "What's caulking, anyhow?" The answer starts "In the days before fiberglass . . ." so they may not want to know. But if you know somebody who remembers caulking and the great old boats and all of that, this could be the gift. If you're interested, call us here at Stone, or stop by.

By the way, we're considering a special additional media effort this holiday season in Denver, thinking that maybe we should go with our strength and try to build on it. We haven't seen our marketing consultant since June.

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LETTERS

buy a liveaboard sailboat.

When that happens, I'll be able to get *Latitudes* with ease and not run the risk of missing another issue.

Lou Le Huray
Seattle, Washington

Lou - You're in luck, since this is probably the least expensive time in the last ten years to buy a boat. Furthermore, San Francisco Bay is a great place to liveaboard. By accident, a couple of weeks ago we were walking the docks where we once lived aboard for four years. It brought back a flood of memories of good times and good people. We'd love to be living on the water again.

WELCOME TO AMERICA

It's pretty unlikely that anything resembling *Latitude* exists in any Soviet-bloc country. But if it did, I can just imagine the reports to *Changes in Latitudes* that would be filed by the skipper of the Polish saiboat *Stomil*:

"Comrades,

"Think twice about making port in the United States. The native sailors are friendly, the women are great looking, and they've got terrific rock and roll. But the bureaucracy is unbelievable. They actually made us cool our sails in the ocean off San Francisco — after a passage from Hawaii — because we arrived too early! Don't those bozoski's know that the wind doesn't obey diplomatic rules?"

After all the reports of U.S. crews being treated cavalierly by unenlightened officials of foreign governments, it was pretty embarrassing to watch our own government engage in petty, pointless and dangerous harrassment of visiting sailors.

As sailors and citizens, we ought to let the folks in Washington know that we don't want to be treated that way when we visit other countries, and we don't want our government to treat fellow sailors that way when they call on us.

Andy Rothman
Glory Days, Alameda

Andy — You weren't the only one who has contacted us outraged by our government's extremely shabby treatment of the Polish sailors. To have made them wait outside the Gate for so many days was not only preposterous, but life-threatening. At the very least, our bumbling bureacracy could have allowed them to anchor in the peaceful waters of Horseshoe Cove, even if they still had to be restricted to the vessel for a few days. The President-elect says ours is going to become a "kinder and more gentle nation"; we're waiting.

GONNA PUT THE COAST GUARD OUT OF BUSINESS

On Tuesday, November 8, while ten miles offshore returning from the Farallones, my batteries would not turn the engine over. With just a light breeze, I realized that I would not be back in time to pick up a battery during normal business hours. I had a telephone onboard, so I turned to the Boaters Yellow Pages. I first called a battery company listed. They laughed and said they don't have boat batteries. Second, I called Small Boat Services. Their number had been disconnected. Finally I called West Marine Products and talked to Rana Phibbs.

I explained my situation and asked if there was somewhere I could pick up a battery after hours. He took my number and said he would check and then call me back. When he called back, he said he could bring me a battery. Getting my position, he said he would meet me at Bonita Cove.

It was almost dark as we approached the channel, when two guys appeared with a battery to save our day. I motored back to

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LETTERS

Benicia and went to work the next day with a full night's rest.

I want to say a big thanks to Rana and his friend for going way out of their way to help a fellow boater. It was definitely above and beyond the call of duty!

John Spreadbury
Benicia

John — That really is commendable. If Rana will contact us, we'd like to give him a Latitude shirt for being so helpful.

Of course, Rana and his friend probably got a lot more out of it than you might first think. Old Meher Baba really hit it on the nose when he said "real happiness lies in making others happy".

⇅ THE HOURS YOU'RE AWAY

We're slightly acquainted with *Untersee Boot Kapitän* Hubert Schoenheur, and are not terribly surprised that he identified for you every crew-less vessel in Puerto Escondido.

We are astonished, however, that you published that information.

Can we look forward to seeing your home address, and the hours of the day you are away, in an early issue?

Bill Steagall
Inspiration

Bill — We didn't really consider it a theft problem because by the time it reached print the cruising season would have begun and the whole situation changed. In retrospect, it still wasn't a very intelligent thing to do, was it?

⇅ CROWDED BAY

Like your October *Racing Sheet* story said, September 10 and 11 were nice days on Monterey Bay, with the sun shining brightly and no waves to speak of.

My wife and I had decided to go fishing early that morning aboard our little gaff cutter. If you know Monterey Bay, you also know that rock fish can only be found where the rocks are. We were doing quite well until the Monterey Plaza Cup regatta, the subject of your story, started.

We were dead in the water when one of the entries caught our eye. She was headed directly for our stern. The captain of our vessel sounded his horn, and the boat, *Hana Ho*, still some 300 feet off our stern, altered her course.

When the captain of *Hana Ho* noticed that his helmsperson had altered course, he quickly snatched the helm away from her and brought *Hana Ho* back on her original collision course.

When our two boats were 100 feet apart, we again sounded our horn. But it was only after scaring us to the point where we were both shaking that the helmsman gave way. *Hana Ho* passed our starboard beam by no more than 20 feet.

If you want to congratulate her captain, that's fine. But we feel he needs a lesson in courtesy. We also feel that this kind of captain should not be in command of any vessel — let alone winning a regatta by endangering our lives and that of his own crew.

Captain Joseph F. Cardinale
Jacqueline Geurin
Aboard Dandy

Joseph & Jacqueline — We're completely familiar with the conflict of interest — and values — between racers and non-racers.

The day the Blue Angels put on their show on San Francisco Bay happened to be the same day as the Singlehanded Race to Vallejo. Due to restricted areas and the Coast Guard crowd control, we found ourselves in the situation where we were singlehanded, dead downwind, with the spinnaker up. Given the circumstances,

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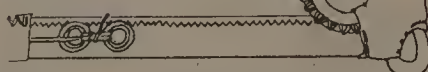
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the only thing we could do was pass as close to the scores of anchored boats as possible without actually hitting them. Some we missed by as little as ten feet.

While we knew absolutely for certain that we were in complete control and not about to hit anybody, the 'sitting ducks' couldn't be so sure. Fortunately nobody seemed too concerned, probably because the wind was light and water calm, because we were only doing about four knots, because we seemed to be in control, and because we were about the fourth boat in the 'parade'.

(Actually, there was one woman who couldn't handle it. "Hey stupid," she hollered over the loud hailer of the powerboat she was on, "pull your sails in". Ironically, we weren't even close to her).

We know the Crokers who own Hana Ho, we know the caliber of crew that sails aboard that boat, and so it's with utmost certainty that we can tell you there was no way in the world they were going to hit you. Heck, in crossing situations on even very windy days, Santa Cruz 50 sailors think nothing of missing each other's sterns by five to ten feet.

But . . . but as we already mentioned, you didn't know that. And, even if you did, it may not have prevented you from being scared out of your wits.

What's the solution?

Your letter seems to imply that racing boats should stay 300 feet away from non-racing boats. Frankly, this seems a little much, as many one design races are won by a boat length or less. It may also be completely impractical.

The most hardcore racers no doubt feel that as long as they don't actually hit non-racing boats, everything is all right. But that's clearly not fair to average sailors just trying to have a day of relaxation on the water.

Frankly, we don't think there is a simple solution, and that both racers and non-racers have to be as understanding as possible of the other's interests and feelings. Maybe in questionable situations, racing boats could have a guy stationed on the bow of the boat with a brightly colored flag indicating "we see you and will clear you by a reasonable distance". And then indeed clear by what an average non-racing sailor would consider a reasonable distance.

While the owners of Hana Ho are still in Mexico on the Cabo race, we're confident we can speak for Rolfe, who has been sailing Northern California waters for more than 50 years, in apologizing for giving you a fright. He never would have done so intentionally.

↓↑PAPERWORK IN MEXICO

Just a brief note on Mexican travel documents.

First, the consulate in San Diego is very efficient by government standards, and their staff tries to make the paperwork as painless as possible.

Two, one does not need to bring crew lists to the office. A blank form can be obtained next door (same floor, same building), and they will also make the required number of copies for one dollar.

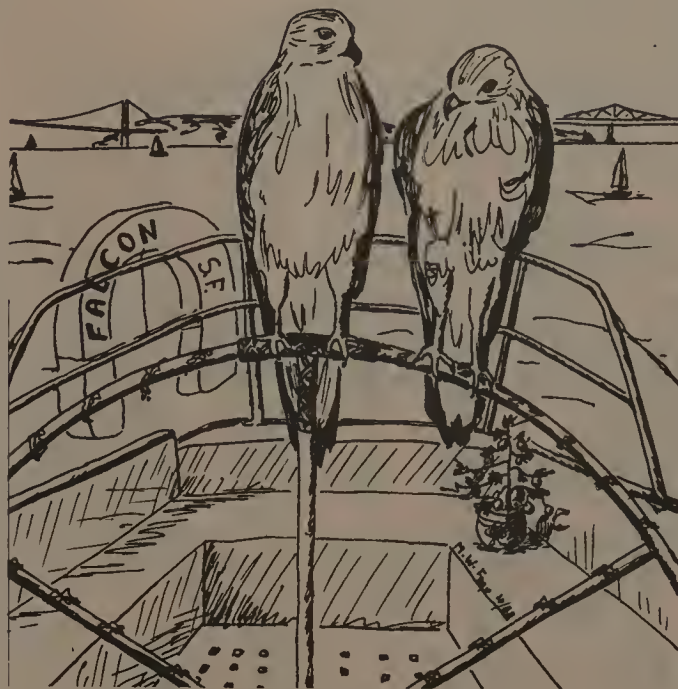
Three, having obtained the stamp on the back of the crew list from the consulate, you can go back to the same office where the forms and copies were obtained and get fishing licenses. There is no need to go to the Pesca office.

Four, I did not need any registration for my Zodiac, though this is the kind of thing that can easily change with the staff member preparing the licenses.

I hope this helps.

Tom Scott
Nepenthe, Folkes 39
Menlo Park

Tom — There's lots of ways to skin cats, especially in Mexico. We got all our facts from the Mexican Consulate and the Mexican



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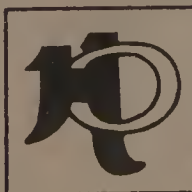
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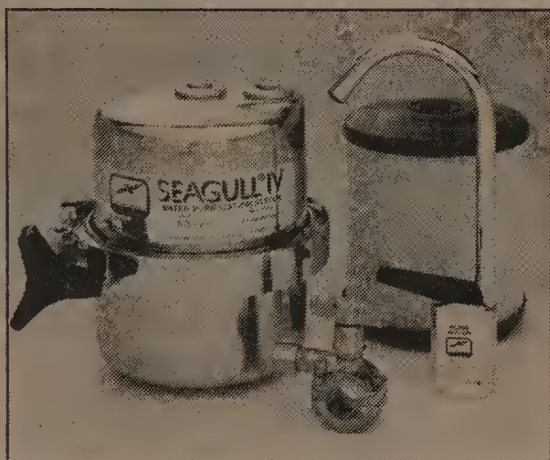
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LETTERS

Fisheries Department just before we went to press. If all else fails, we'd stick with those guidelines lest you have to go to extra trouble or make a second trip. But heck, if it works, that's fine.

⇅SEVENTY-SIX AND STILL SAILING

Sunday, October 16 was a perfect day for me! I had a beautiful sail on the Bay aboard the Catalina 30, *Sail Aweigh*. The boat is owned by a friend of my son, Dick. Owners Bob & Jeanne keep it at the Vallejo YC.

After sailing, we stopped at the club for a cold one. Joe the bartender and I learned that we were born just four days apart — 76 years ago!

You'd be surprised how many *Latitude* readers there are up in Vallejo. They said to me, "Doc, we never see your letters any more". I promised I'd write some. They're a nice bunch up in Vallejo.

Ye Olde Doc Schmidt
Oakland

⇅GEORGE WASHINGTON, ABE LINCOLN, DENNIS CONNER . . .

Dennis Conner was heroic in his recent defense of the America's Cup. He should be treated as a national hero.

Latitude's October article on the America's Cup, in which Dennis Conner was portrayed as unsportsmanlike and Michael Fay portrayed as a perfect gentleman, reflected a misinterpretation of the facts. Please correct me if I am wrong, but as I understand it the story goes like this:

Mr. Fay pulled a fast one by springing his "Monster Type II" boat with little warning in an unconventionally early America's Cup challenge, having discovered the original Cup rules are wide open.

With little time to prepare, Mr. Conner, who is charged with the century-old responsibility to absolutely keep the America's Cup in the United States, read the same wide open rules and raced a catamaran, beating Fay in the races — and at his own game.

Eventually, I believe Dennis Conner will get the applause his victory deserves. He will also be recognized as the man who introduced catamarans into America's Cup racing. I believe we will soon see the faster cats racing for the Cup rather than monohulls.

And, when someone shows up on short notice with a 130-ft catamaran, Dennis Conner will successfully defend the Cup on a wind-surfboard.

Bill Andersen
Sunnyvale

Bill — We think you're going overboard with the 'national hero' stuff. In the first place, Conner himself will tell you that he gets too much credit (and blame) for the most recent Cup. While certainly his input was very important, many of the critical decisions, political and otherwise, were made by the various Sail America committees. As for the actual driving of Stars & Stripes, it was no big deal. You could have been the victorious helmsperson. So could our seven-year old daughter. When everybody's a hero, Bill, the word has lost it meaning.

As for Michael Fay, it's our personal opinion that his unconventional — but completely legal — challenge was in the best tradition of upstart challengers, no matter what sport. Great champions repel imaginative challenges, they don't run from them as Sail America did.

Then, too, you've got to decide whether the essence of sport is fair play or your side winning at any cost. When you write that Conner was charged with "absolutely" keeping the America's Cup in this country, you're embracing that bankrupt "winning is everything" philosophy. When "winning is everything", cheating,

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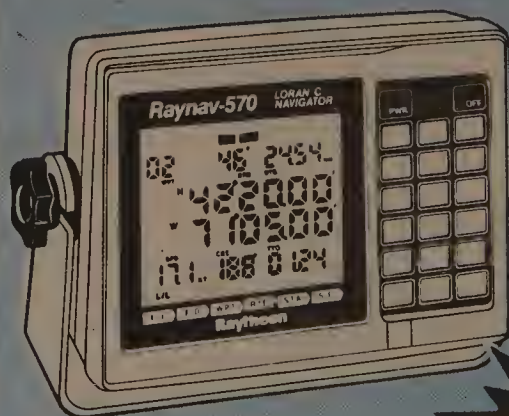
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sabotage and other unfair advantages can all be justified.

As for the matter of sportsmanship at the most recent Cup,, we don't see how there can be any dispute. Conner's behavior, especially at the final press conference, was not about being nerdish or feeling uncomfortable in the public eye. No, it was about juvenile behavior that diminished the Cup and embarrassed this country. If that was national hero stuff, we're applying for citizenship elsewhere.

With regard to history, we think Fay will be remembered as an innovative challenger who rescued the America's Cup by forcing it out of sleep-inducing 12 Meters. We think Conner will be remembered, mostly with fondness, as an unrelenting competitor who was synonymous with the Cup gaining worldwide popularity.

Cats in the America's Cup? We don't think we'll see it in our lifetime.

⇅ALRIGHT, BUT JUST THIS ONE TIME

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Keep up the good stuff.

Ed Trautwein
Mesa, Arizona, USA

⇅ARE YOU TALKING ABOUT US?

You fools!

Your history is worse than your deadlines. The United States did not get Texas after the war with Mexico. Texas was an independent Republic after its own war with Mexico. In 1846 Texas annexed the rest of the other states into what we now know at the United States of Texas (U.S. for short).

Texas did reluctantly agree to accept California as a reservation for fruits and nuts.

Now that we've got that straight, let's be off to Mexico.

George Echols
A Texan, of course

George — Is it possible you're the same guy we met in a La Cruz, Mexico restaurant a few years back? We'd just arrived on an overnight sail from San Blas and had staggered into this unusual restaurant. Next to the host's table was a pile of wet shellfish oozing all over the tile floor. In the main room a large screen television was playing the video of an old Roberto Duran fight. Working in the further recesses of the restaurant — despite the fact it was 10:00 pm. — were some laborers doing heavy construction. Although an obviously large and prosperous restaurant, it was empty except for your and our tables.

Because y'all were speaking in a 'Texas Whisper', we couldn't help but overhear your dinner conversation. We have to admit it was rather entertaining — in a Texas sort of way.

Toward the end of your meal, you took one of the waitresses by the arm and said, "Darling, I'd like to give you this little token of our appreciation. It's a combination flashlight and pen with my company name of it. Push this button and the pen tip comes out. Push this button and the flashlight goes on. See this third little button?" you asked rhetorically. "Push it and it becomes a vibrator!"

Your Texas wife, who was as attractive as you were balding and homely, roared with laughter. The blushing waitress took the gift, thanked you, and walked away.

"Oh senorita," you hollered in a friendly way, "come on back." Warily she returned to your side, and you said. "I gave one of these to all the stewardesses on the flight down. You know what? About ten minutes later they all came back to my seat and said, 'Dammit George, there must be something wrong with these things. We can

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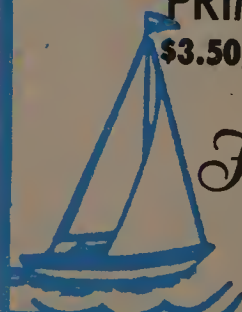
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LETTERS

get them to write and flash, but they just won't vibrate!" Your wife was in stitches.

About two minutes later a relative of the possum family jumped down from the rafters, grabbed the entree off one of our plates, and took off into the bushes. All in all, it was a memorable evening — in a Texas sort of way.

Now be honest George, was that you in that La Cruz restaurant that night?

⇅ NEVER TIE TO A BUOY

Oh ye gods and little fishes, what is Lee Helm going to say when she sees the photo of the abandoned, unwashed sailor in Max Ebb's November article?

Is that a line connecting the photographer's boat with Buoy 1? Doesn't Chapman say, "Never tie your boat to a buoy, daybeacon, or light structure?"

Has *Latitude* heard from the Coasties about this? Is your air brush busted?

Margaret Gwathmey
San Francisco

Margaret — It would be incorrect to assume that *Latitude* goes around breaking the law in order to illustrate articles. We have a library of close to 50,000 shots of Northern California sailing and sailors to chose from. We often have just the right shot in the files; as was the case with the Max article.

⇅ I THOUGHT IT WAS NEVIS

Are you sure that the 'mystery' island is Statia? I thought for sure it was Nevis!

Isn't it the same island that's in the background of your recent Big O charter ads?

Also, I don't remember Statia as having palm trees lining the beach, while Nevis has a small rain forest, thus water-nut plantations along the beach.

Bruce Smith
Woodwind

Enroute to Bee-wee-land, my old backyard

It seems to my 10-year time-fogged memory that the island on page 161 of the October issue is Guadeloupe — as seen from the south, the direction of Les Saintes.

Too bad the clouds are shrouding the top of Soufriere in the photo, but it's rare to see the whole thing.

Do I win?

Ben Serdy
Chico

Bruce & Ben — The 'mystery' island was indeed Statia and not either Guadeloupe (which has a number of peaks on the southwest side) or Nevis (which is where the Big O advertisement shot was taken).

⇅ A SIMPLY LUDICROUS PRACTICE

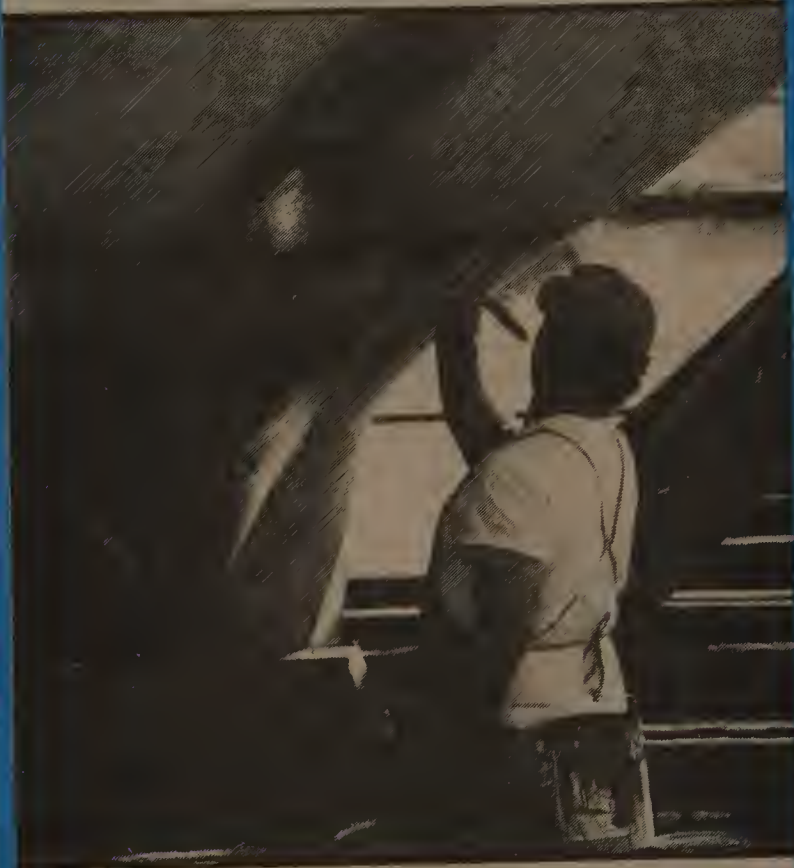
RE: your answer to Judd Redfield III's letter about having a spare mooring to let a woman boatowner use, September issue. The practise of keeping unused moorings in areas of short supply is simply ridiculous.

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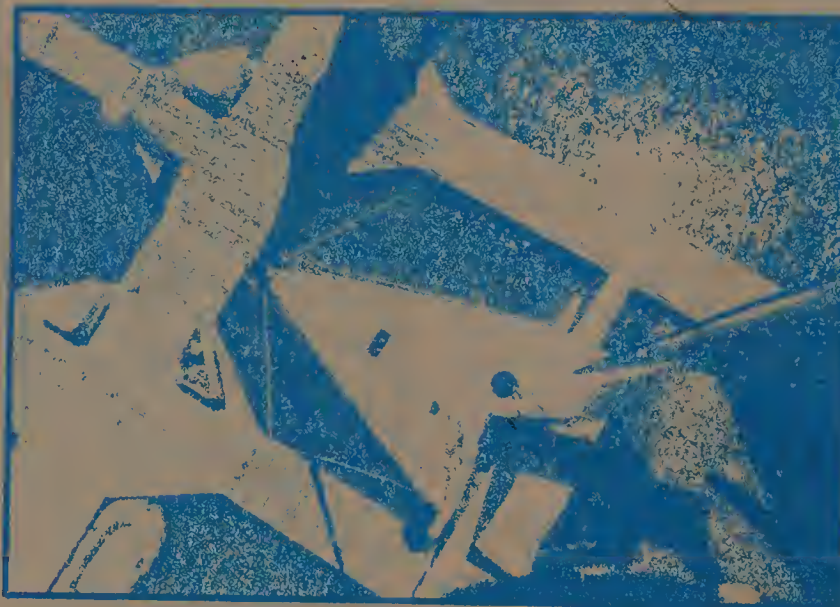


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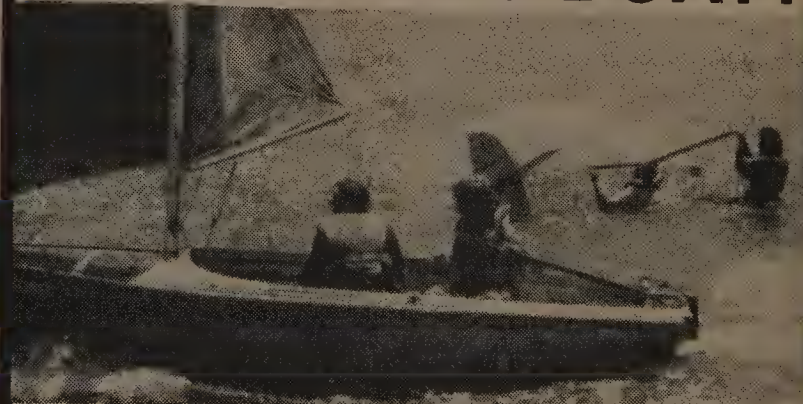
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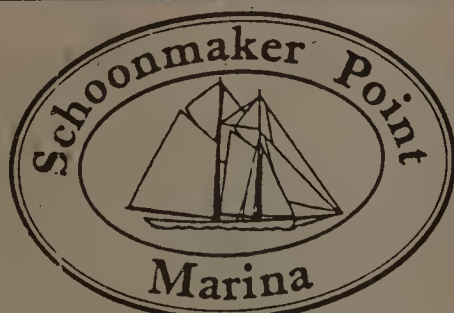
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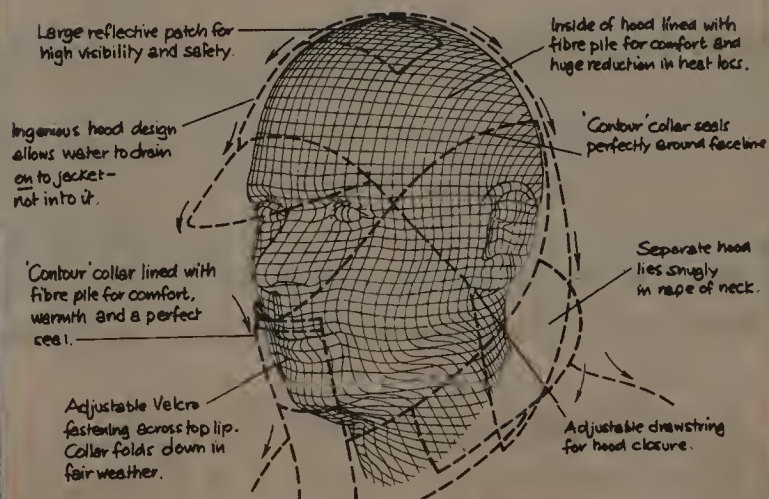
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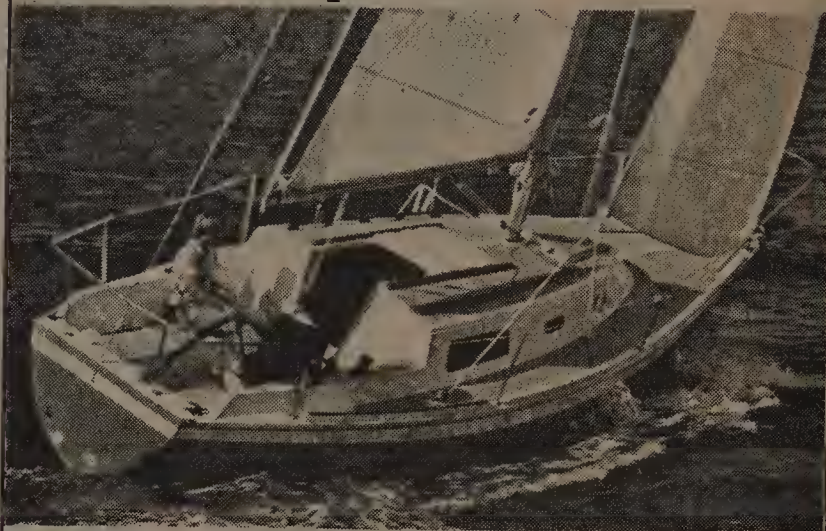
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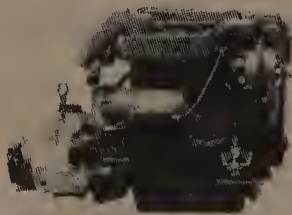
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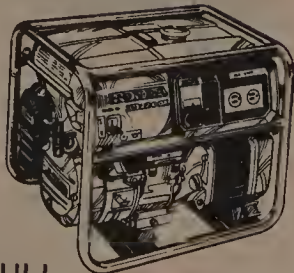
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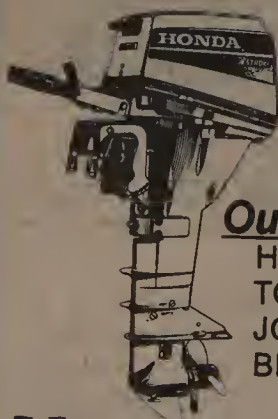
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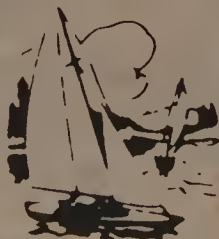
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LETTERS

the renter of record's boat was not on the mooring at least 50 percent of the season, the lease was not renewed the following year. One had to submit copies of either state registration, documentation or a tax receipt with the boat name duly endorsed when renewing the mooring. A simple requirement like that is one way to see a waiting list diminish rapidly!

The fact that I am one of those grey-bearded old geezers has no bearing whatsoever on my comments.

In the same issue, on page 115, there was reference to the "East Coast Free Irish Navy in Exile", which has apparently expropriated the motto: "Who dares, wins".

Gentlemen, your education is sadly lacking! "Who dares, wins" is the official motto of the British Special Air Service Regiment that was formed in the early days of WWII by David Stirling. The regiment is generally recognized as, perhaps, the finest fighting force ever. To remind your readers, it was the SAS that pulled off the spectacular raid on the Iranian Embassy in London not too long ago. I had the privilege of serving with that regiment and certainly take offense that such an illiterate bunch should choose to purloin the motto.

Your magazine is certainly the finest sailing magazine it's been my privilege to read.

Keith Holmes
Lady Guinevere, Alameda

Keith — The more we've travelled around, the more we've been amazed at the number of sailors or former sailors who are illegally subletting or leasing public property that doesn't belong to them. The selling of 'personal' moorings on public water, for example, is rife from Sausalito to St. Thomas.

BOY ON BUOY

The most interesting sight of the second annual Marriott Invitational Team Race Regatta had to be Rick Fiero standing on the limiting buoy at the north end of Alcatraz.

After the three-way collision between the buoy and Santana 35s *Excalibur* and *Dance Away* at the windward mark of the first race, Rick jumped on the buoy and was pushing *Excalibur* off before most of us could blink.

Unfortunately, with a flood current and the weight of two boats against him, it was a valiant effort but a losing battle. Besides, the spiffy new custom stripe down the port side is kinda racy.

Thanks Rick, we appreciate it.

Byron Mayo
Excalibur

Byron — Oh ye gods and little fishes, what is Lee Helm going to say when she hears about Fiero standing on a buoy?

NOT A TOY AT ALL

I'm writing in response to your request for comments on whether or not Apelco's Loran C that shows lat/lon positions over an electronic chart is really a toy, and if not, why aren't other manufacturers copying it.

No one is really "copying" the unit *per se*. Several manufacturers offer similar equipment while others have gone far beyond.

When Apelco introduced its Loran-See, two dimensional (lat/lon) plotters were not new, but the idea of coupling a Loran-C receiver with a plotter in the same unit was.

Trimble was working on the NavGraphic Loran-C chart plotter when Apelco introduced the Loran-See. The NavGraphic screen is almost three times the size of the Loran-See's and provides the navigator with a powerful digital Loran-C receiver coupled with a lat/lon grid in five different scales from 1 mile to the entire route.



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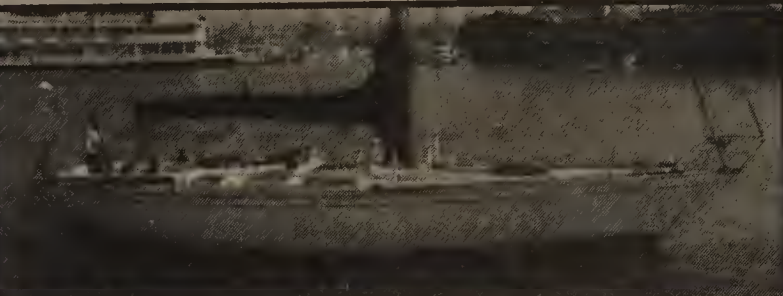
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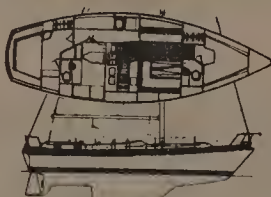
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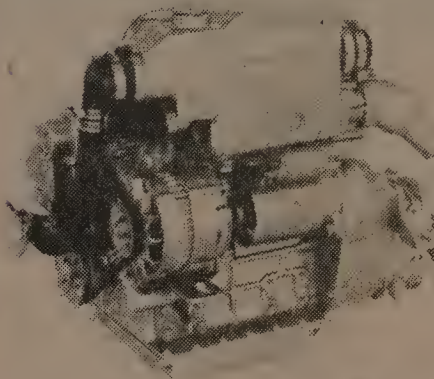
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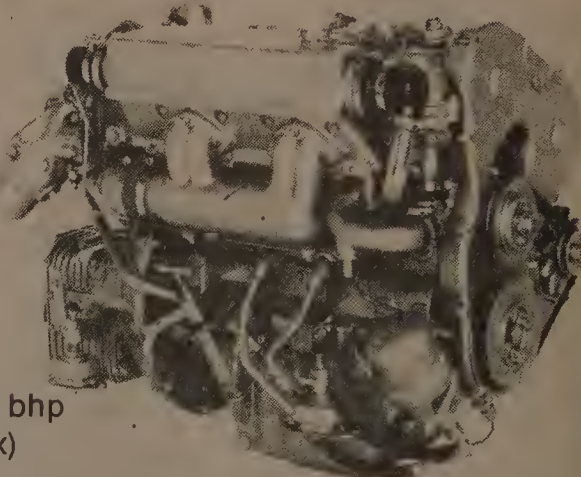
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ENGINES • PARTS • SERVICE

LETTERS

Courses and navigation symbols can be entered by the user. Graphic chart-like displays are available in several flavors from other manufacturers, but many of these must be interfaced with a separate Loran-C receiver in order to demonstrate the vessel's position.

Finally, Trimble is soon to announce a new self-contained Loran-C course plotter which features standard NOAA charts (the kind you buy at the local chandlery) displayed on the screen along the course and track of the vessel.

Without a doubt, you'll find a lot of growth in this area in the next few years.

Roger H. Siminoff
National Sales Manager
Trimble Navigation Ltd

Roger — A couple of years from now, Captain Cook wouldn't be able to identify any of the navigation tools, would he?

↑↓ZERO INTELLIGENCE CONTINUES UNCHECKED

Enclosed is a letter I have sent to various government officials. It's in reference to the hostility I encountered only in my own country; a hostility I did not experience while cruising Mexico, Costa Rica, Panama, San Andreas and Providence Islands (Columbia), the Bay Islands (Honduras), Guatemala and Belize.

The only "horror story" I encountered during my five month cruise aboard *Ohana*, a Liberty 458, was at the Municipal Dock at St. Petersburg, Florida, not in "war torn" Central America.

Upon my arrival in St. Pete, the Coast Guard, headed by ringleader BM3 John G. Turner, met *Ohana* at the dock. Turner immediately put me on the defensive by ordering myself and two crewmembers not to go below. They made us go up on the bow and ordered us how and where to stand while an armed Coastie stood poised for battle five feet away. All this for "a routine 20 minute search of the vessel" that dragged on for over five hours. My crew and I were humiliated beyond belief. One crewmember had to plead repeatedly to be allowed to go to the restroom.

I saved for six years to make the downpayment on this boat and still sometimes struggle with the monthly payments. *Ohana* has been home to me and my family for over five years. To appreciate the situation, non-liveaboards should picture law enforcement officials having the right to order you and your family out in the front yard for 5 hours while the most private part of your life — your home — is torn apart before your eyes! This includes pawing through underwear drawers, personal banking information, letters, prescriptions, photographs and much more.

I was told my boat was torn apart because of my itinerary. Well how else are you supposed to get to Florida from California? My forward sump pump was allowed to run dry during the search, causing it to burn up. My forward electric head hasn't worked since. Who is going to pay for the repairs? Why were we treated as guilty until proven innocent?

I don't want to get into my ideas about the "drug wars" our country is waging, but if this sort of abuse of personal freedom is not stopped, people's shoreside homes may some day be in jeopardy, too. It certainly was sad to have our wonderful trip end on such a sour note in our own country!

P.S. Mike Starbuck is alive and well in Panama. *Ohana* visited him last July and found him to be a gracious host.

Leonard Thomes
Long Beach

Leonard — Somebody ought to send the government officials pushing Zero Intelligence a couple hundred copies of "How to Make Friends and Influence People". In our estimation, Z.I. is the

STARBUCK PROFILE

NAME: PAULA CROFUTT
HOME: San Rafael
AGE: 41

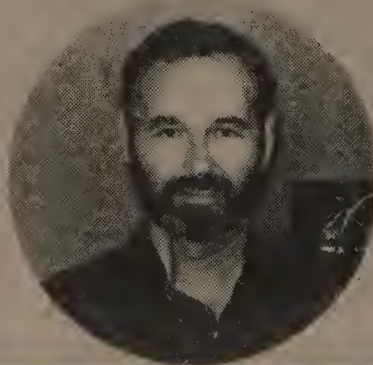
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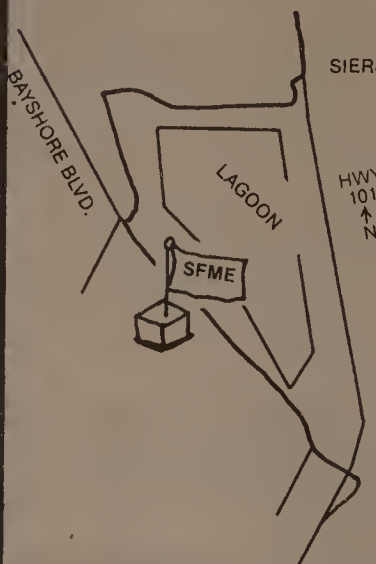


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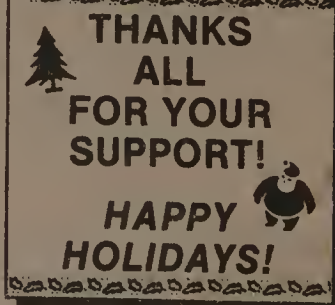
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LETTERS

most counterproductive program the Coast Guard has ever been saddled with.

↓↑ TO TRISTAN, WHEREVER YOU ARE

I guess that someone in the global cruising community will know where Tristan Jones is currently residing. If you're that man, woman or child, I will be obliged to thank you — should we ever meet — if you will show him the following letter:

Dear Tristan,

Long ago I decided for myself that the highest quality with which humankind has been gifted is imagination. It is a quality which gives birth to those ideas which many good and able philosophers agree are most noble. It is the source and fount of great creative art and pure science. When imagination is coupled with and tempered by a good will, it is often a powerful force in the world, bringing about some fair measure of balance, and in rare moments the brilliant illumination of understanding.

I am thankful that I have been led, time and time again, either by luck or the guidance of those who would seek to smooth slightly the often turbulent waters of life, to the works of thoughtful, gifted and often humble men and women.

I estimate your life, insofar as it has touched and heartened the lives of many human beings throughout the world with imagination and good will, in the category of the exemplary; and your literary works of great utility and instrumental worth. I believe you have portrayed yourself to the world as any good sailor-historian would, with a well-found knot at the bitter end of every sheet and halyard.

Christian Immel
Bear Valley, CA

Christian — Watch that high falutin' talk; you're going to give Tristan a complex. Translated to English, you like Tristan's act.

↓↑ STILL IN SLAVERY TO AN ANTIQUATED COMPLEX

What's with all these multihulls in the November issue?

I thought this was a magazine about sailboats, not those weird machines with training wheels. Pictures of leeward hulls slicing through the water at 25 knots might even promote those hair-brained wind devices that everyone knows will either capsize or break up with the next gust. Those things don't even heel like a real sailboat. They just sort of . . . well, go faster rather than do what they should do, which is wallow on their bow wave or broach or something. Pretty soon you'll remark that the suckers won't even sink like a real sailboat, should the occasion arise.

I'm rather disappointed with *Latitude*, as I had considered yours to be a magazine for sailors, not those strange people who would actually try to sail one of those contraptions.

Dave Custodio
Trimaran *Otra Vez*
West Pittsburg

↓↑ 40 PLUS 2

Enclosed is my check for a gift subscription for my friend Graham.

Graham has two kids and recently turned 40, so he can't do it anymore. At least he'll still be able to read about it.

Ron Ellsworth
Kuldra, Marina Bay

Ron — As a 40-year old with two youngsters, we certainly hope you're being facetious. Personally speaking, we enjoy "doing it" more than ever because sailing with your kids is the only thing better than just plain sailing. We'll never forget a full moon evening sail earlier this year. We were up on the bow fiddling with the



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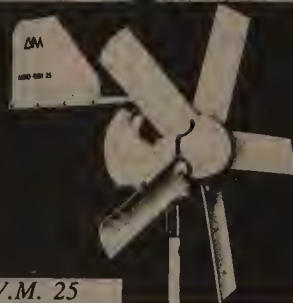


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LETTERS

genoa tack, while back in the cockpit was our five-year old guy toying with a winch handle and our seven-year old daughter steering perfectly with the tiller. It was one of papa's proudest moments.

⇅TAXES AND LIVEBOARDS

As a liveaboard, I'm interested in facts concerning taxes and homeowner's exemptions. Recently I was told by the Franchise Tax Board that a home owner had to own the land his home was built on.

The BCDC, I believe, has defined boats as landfill.

Does the Franchise Tax Board allow homes built on landfill the homeowner's exemption? If it does, what's the difference in types of landfill?

If the argument is that my home is not attached to the ground, could I at least pro-rate the period of time my keel rests in mud at low water?

If the problem is that I don't own the space under my home, then do condominium owners and homeowners that don't own the mineral rights under their homes have the same problem?

I need help!

I'm being held prisoner in a fortune cookie factory.

Bob Austin
Alameda

Bob — We think you're being serious, but it's getting harder to tell these days.

We can't give you a definite answer on your questions, but it's our understanding that you can indeed take a homeowner's exemption on your boat. And if we remember correctly, you can still deduct the interest payments on your boat mortgage if your boat is your first or second home. But there must be some liveaboards out there who can give us the straight scoop.

⇅WELCOME TO THE BIG WATER

We are looking for information that might be of interest to other *Latitude* readers who do not reside next to the Big Water. As a matter of fact, we happen to live by the very little and mountain fed waters. Denver, Colorado is our home port, where the ever-shifting breezes of the Rocky Mountain air keeps our little 22-footer well-heeled in the wind.

Last February we trailered our boat to Mexico and sailed the Sea of Cortez out of San Carlos and Kino for a week. *Latitude* has written extensively about Baja, and we found all of the good things you said to be true.

This year we would like to try our hand at the difficult sailing you offer on San Francisco Bay. For those of us who do not home port there, I would inquire as to what a good week's sail might consist of. Is there a source of local information that a mountain sailor might tap for information regarding launching, trailer storage, anchorages, not being swept out the Gate, and so forth?

Your expert counsel would be most appreciated.

Tim Kelly
Denver, Colorado

Tim — There are scores of different places to launch your boat and a million different itineraries. Here's one:

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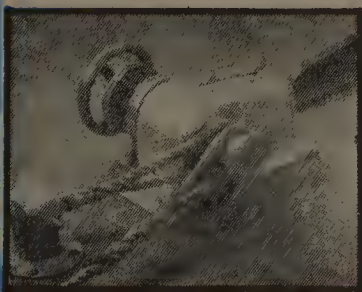
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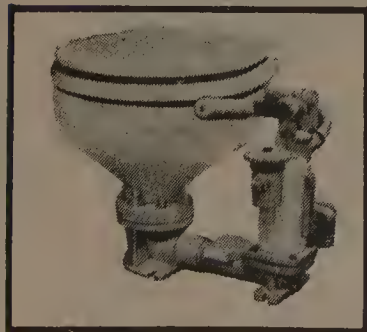


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LETTERS

flooding in the center, it's ebbing at the edges. And just the opposite is the case if it's ebbing in the center. Spending the night at Pier 39 will enable you to do a little tourist thing in The City.

Day Three — Downwind sail to Oakland/Alameda Estuary, where you can tie up to a restaurant for the night.

Day Four — Sail to East Garrison moorings at Angel Island. No facilities, but beach if you can dink to shore.

Day Five — Reach and run up to China Camp in San Pablo Bay. Pool, snack bar and BBQ facilities are nearby at McNear's Beach.

Day Six — Beat back to Paradise Park anchorage on east side of Tiburon. There's a park on shore if you have dink.

Day Seven — Short sail over to Angel Island's Hospital Cove. From base here can either take five minute ferry to do tourist things in Tiburon or explore more of Angel Island. From here it's an easy sail over to Clipper Yacht Harbor to haul boat out and lower mast.

Anytime from May until mid-October you're likely to pretty much get the same wind conditions, although it's generally warmer with lighter breezes in September and October.

A few tips:

1. As a general rule, the earlier the fogs burns off, the harder the wind will blow. Wind usually blows harder inside the Gate than out by Mile Rock and Point Bonita.

2. What to do if you start getting overwhelmed by a howling afternoon breeze? Kept calm and sail downwind to the nearest shelter, of which there are many. The lee of Angel Island, the lee of the Tiburon Peninsula, Clipper Cove on Treasure Island, the Estuary, Berkeley Marina — all of these will afford you plenty of protection.

3. If you're sailing in particularly choppy water, you're probably sailing on ebbing water. Flooding water is smoother because it's going with the westerlies. Smart sailors never buck the current.

4. Don't carry too much sail. Be ready to reef early and deep.

5. Don't sweat it. While San Francisco is often windy and choppy, you can have a great time with a 22-footer if you 'go with the flow' instead of fighting it.

⇅ CALIFORNIA SAILOR'S SURPRISE

I live aboard my old Columbia sloop, *Siren's Song*, here in Fort Lauderdale. I started sailing on the inland lakes of the Tennessee Valley Authority before migrating south to Florida. I have sailed some of the North Atlantic, through the Virgin Islands, and down through the rest of the Caribbean to Venezuela. But the money ran out, so I'm tied to shore once again.

By the above, you can see that I don't have the broad sailing experience that California sailors have.

Not long ago I came in from work to find a new boat in the slip next to mine, a boat obviously just in from a long trip. I met the crew and we formed the usual dockside friendship. From California originally, they had come through the Panama Canal and up to Fort Lauderdale, planning to stop here just long enough to clean the boat and reprovision. Then it was on to the Bahamas and all the other places.

Our friendship was well enough developed to where we could take a few friendly pot-shots at each other's home ports and still grin. One day I asked my new friend why he thought California sailors are the best sailors.

"Because we are," he replied. So I dropped the subject.

They planned to leave the next day for the Abacos in the Bahamas, so I bid them the usual 'fair winds'.

"You've checked the weather?" I asked.

"Beautiful," he replied, "fifteen to 18 knots from the northeast."

Once again I repeated my *bon voyage*.

The next morning when I left for work, the California boat was

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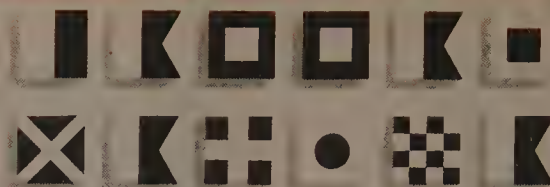
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LETTERS

gone. They had probably left about 0400. I had made that same trip several times before, and knew that an early departure time normally gets you to the west end of Grand Bahama with some daylight to spare. The run is approximately 68 nautical miles.

But that evening the California boat returned to the slip next to *Siren's Song*. When I saw them, I asked if they'd had mechanical problems.

"No," the skipper said. "The boat's fine, but I've never experienced seas like the ones we faced today."

"Huh?" I quipped. "Don't you guys have a Gulfstream?"

David S. Rehring, Sr.
Fort Lauderdale

David — If you're trying to drag us into some silly (my Dad is tougher than your Dad) kind of argument, we're having nothing of it.

The truth of the matter is that both Florida and California have areas that are normally quite calm, like most of the Florida coast and most of Southern California. But they also both have areas that can severely challenge a boat and crew. The Gulfstream can dish out all any good boat and sailor wants to see, and the same can frequently be said for the waters from Point Conception to the Oregon border.

Most California sailors aren't especially good in rough water. Either they live in Southern California where they don't see that much of it, or they don't go outside the Gate where there is plenty of it. The same is true of Florida sailors, who don't particularly care to spend their leisure time getting the snot beat out of them.

⇅ WHERE DO I GET THE COOL SHADES

I would appreciate any information you can give me on where to purchase sunglasses like the ones Jay Ramos, Commodore of the Cruising Club of La Paz, is wearing on page 120 of the October issue.

P.S. I live aboard my Yankee 24 in Long Beach.

Rodney Thorpe
Seal Beach

Rodney — We had a long discussion with Jay about those sunglasses two years ago in La Paz. As we remember it, they aren't just plain sunglasses. They're sort of bi-focals with a clear lens on the bottom. They also have peripheral protection.

Unfortunately, we can't remember where he got them. Perhaps he'll drop us a line.

⇅ THE BLUE LIGHT SPECIAL

Being a multihuller and part-time designer/inventor, I have the solution to T.W. Crawford's problem about aluminum steering wheels in electrical storms (*Letters*, November, page 49).

It's a K-Mart BMX fiberglass bicycle wheel with a worn tire (available in any color of the rainbow) and inner tube pumped up to about 10 psi.

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Edd Hojek
Seattle

⇅ WHO ARE YOU?

I don't want to sound maudlin, but God, you guys are good!

Your article on the Polish boat *Stomil* was wonderful. And you gave the farmer from Orland just the right answers.

Who the hell are you "guys" anyway?

Edward W. Jose
Lafayette

Edward — We ask ourselves the same question all the time.

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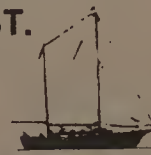
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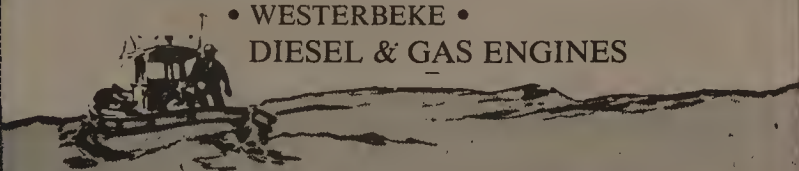


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Ten years after.

A decade ago, back in the fall of 1978, *Latitude* ran a series of articles profiling the ten best sailors on the Bay. Titled "Superb Sailors", our nominees for the top ten at that time were, in alphabetical order: Jon Andron, Ed Bennett, John Bertrand, Tom Blackaller, Chris Boome, Jim DeWitt, Hank Easom, Dennis Surtees, Warwick Tompkins, and Jim Warfield.

We can't remember how we picked the top ten — maybe it was Marilyn Yolles, who wrote the series, that did the picking? — but it made for interesting reading. Anyway, dragging out the 1978 "hall of famers" inevitably embroiled our otherwise docile editorial staff in a heated discussion of who's the best on the Bay these days. Unable, as we were, to resolve the issue, we now throw it out for you, the teeming millions, to decide.

So, go ahead, send us your choices. If you're really ambitious, explain how you arrived at your conclusions. You can even vote for yourself if you like. Sign your name, or don't. The envelopes please!

Ain't it the truth.

In the latest issue of *Wingdammer*, the well-done newsletter of the Sacramento YC, is a short blurb about Bill and Patti Keenan's new Tolleycraft powerboat. "It has all the amenities," reports Bill, "including twin payments."

How the filthy rich get that way.

In 1984, Donald Trump paid \$31 million for the 700-room St. Moritz hotel in Manhattan. This year, he sold it to Alan Bond for \$180 million. Yes, the same Alan Bond who took the America's Cup down under in 1983 and tried unsuccessfully to keep it there in 1987. Trump said he decided to sell the St. Moritz because he "didn't want to have two hotels on the same block." He recently acquired the Plaza Hotel, just down the street, for a reported \$410 million.

Register to boat.

The state assembly passed a bill in August that, though aimed primarily at motor vehicle registration requirements, will still bump boat renewal fees up a buck to \$9. In an age where rip-offs are as much a part of everyday life as death and taxes, you have to admit that boat registrations still rank among the best deals going.

Why they call it Half Moon Bay.

During the Big Boat Series at the end of September, Clark Atwood, a member of the Half Moon Bay YC, was sailing and spectating from his Hobie 18. As you remember, it was a windy series, and at one point, a gust flipped the little cat. Now, righting a Hobie is no big deal. Clark had done it many times before. This time, however, when the boat was back vertical and he was sailing again, he realized that he'd torn his wetsuit in a ... well, ... disconcerting way. The missing chunk of rubber exposed, you guessed it, exactly one cheek.

Curtain Call.

Humphrey — the Humphrey that put Rio Vista on the map and may have drawn more people to the banks of the Sacramento River than the gold rush — was back in town and up to his old hijinx in October. First spotted near Bodega Bay, the wayward Humpback whale was soon in Bodega Bay, and being escorted out by a Coast Guard cutter. Whale experts say Humph's behavior may be more old fashioned than unusual. Before the advent of commercial herring fishing, the great whales routinely fed in and around area bays.

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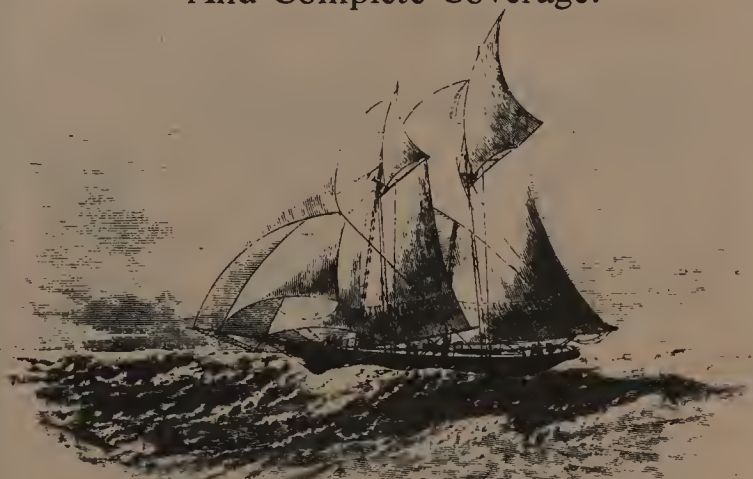
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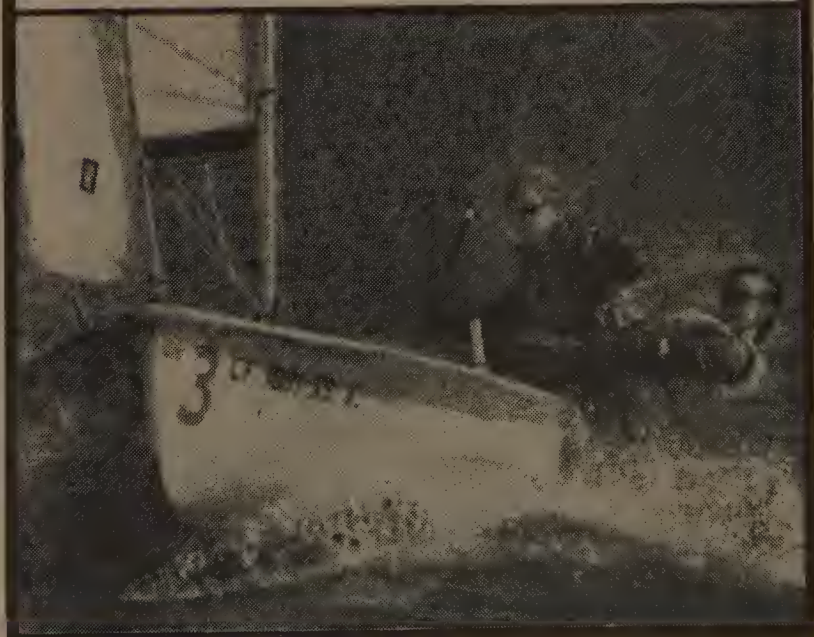
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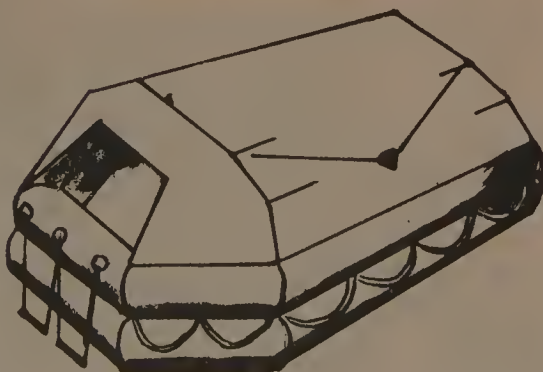
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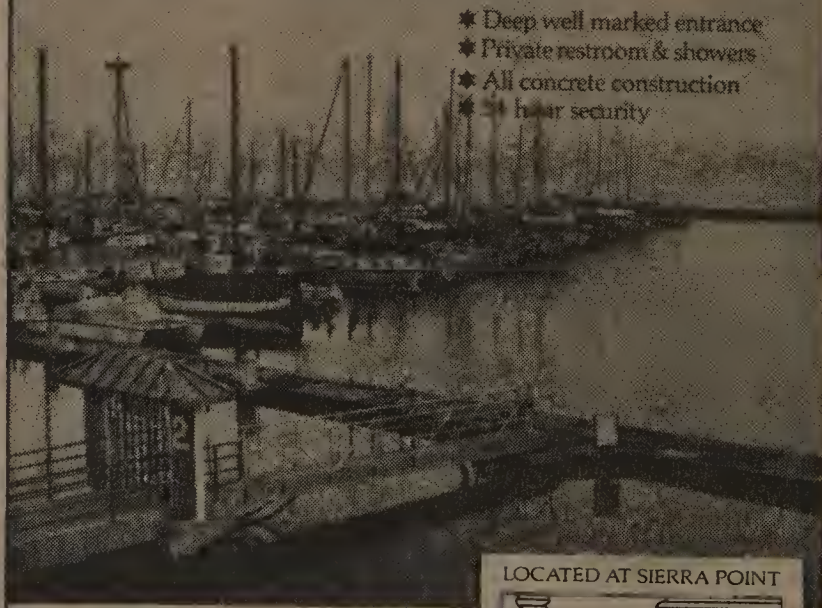
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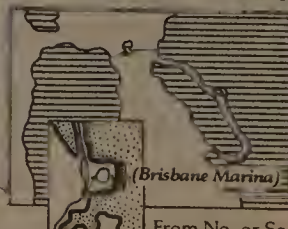
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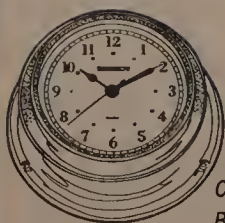
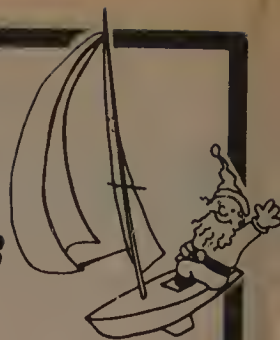
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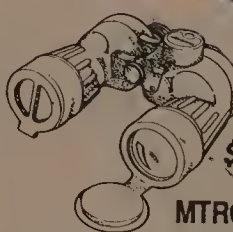
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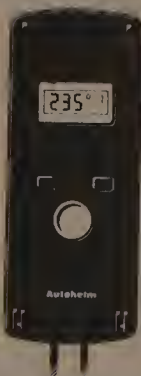
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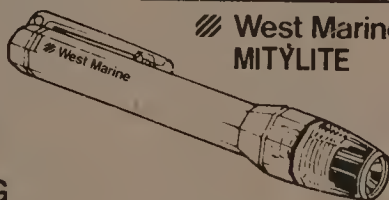
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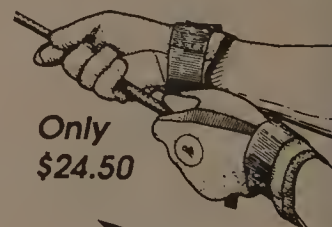
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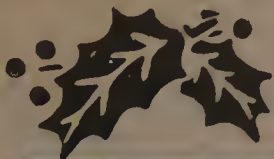
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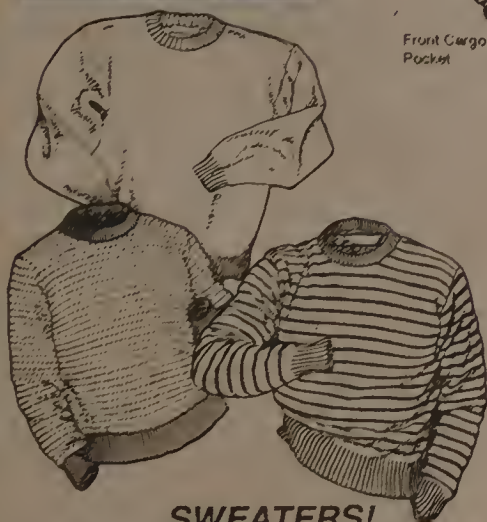
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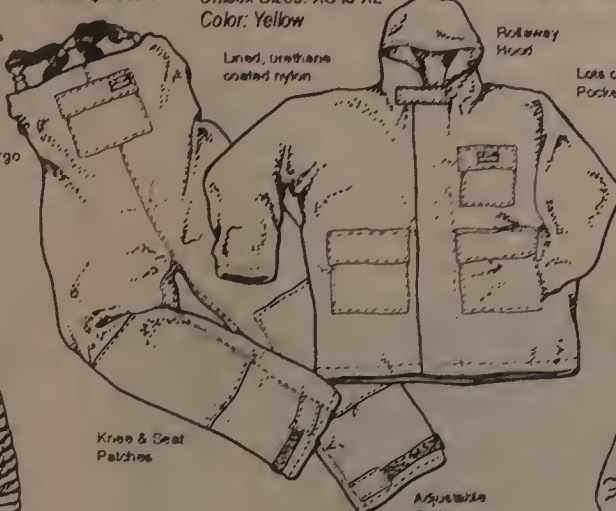
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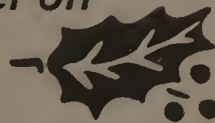
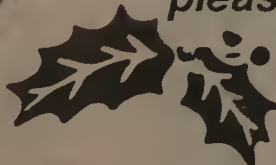
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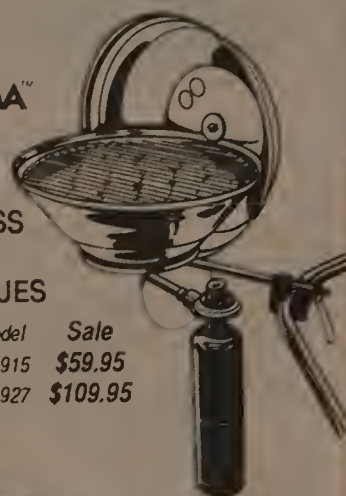
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SIGHTINGS

up close and perversonal

We occasionally receive requests from readers who want to see what the crew here at *Latitude* looks like. We've tried several times over the years for a group shot, but every time it's meant fizzled film and large bills to repair shattered lenses. Never heard those suckers go with such a loud bang...

Anyway, we did manage to dig up this old file shot of a high-powered meeting between the editorial and sales staffs. As we recall, the theme of this one was "Be all you can be for Marin." The idea was to shape your



We are smiling — take the darn picture!

tongue into a pyramid while waving these big Peruvian channeling crystals over the issue.

Then again, it might have been the time somebody suggested we include the motorboating scene in our regional coverage.

Incidentally, in case you're wondering, we don't have a clue about the makeup. The guy who took the call thought they were offering a free staff trip to the "New Zealand Ocean Racing Conference." When we got there, it turned out actually to be the "Namibia-Zambia Potion Making Conference" or something like that. What can we say. We drowned our regrets in a bar full of drunk pygmies, and when we woke up the next morning, this is what we looked like.

Now that you've had a peek into the deepest inner workings of professional journalism, we expect you've gleaned a whole new respect for the dedication and serious thinking we put behind each and every issue.

For our part — seriously, now — we'd like to thank you all sincerely for your support of the magazine and our advertisers. Here's hoping you have the merriest of holidays and a fruitful and happy 1989. And remember, when life starts taking you too seriously, go sailing. It's good for the soul.

america's cup news of the month

It seems like barely a month has gone by since Dennis Conner won the thing back from the Australians that there hasn't been some significant bit of news to report about the America's Cup. In November, the big news was that by the deadline entry time of midnight, November 8, no fewer than 24 challengers from 10 countries had figuratively thrown the gauntlet at San Diego's feet to challenge for the next "real" America's Cup in 1991. Both the number of challengers and the number of countries are records for the event.

The Royal Perth Yacht Club, the only foreign club ever to mount a successful challenge (in case you've forgotten, they won with *Australia II* in 1983) was chosen challenger of record. That means Royal Perth conducts the challenger trials, and represents the entire group in negotiations with the San Diego YC.

Conspicuity was rampant in the challenger ranks. Conspicuous by his presence was Royal Perth's Alan Bond, who spearheaded the 1983 win that

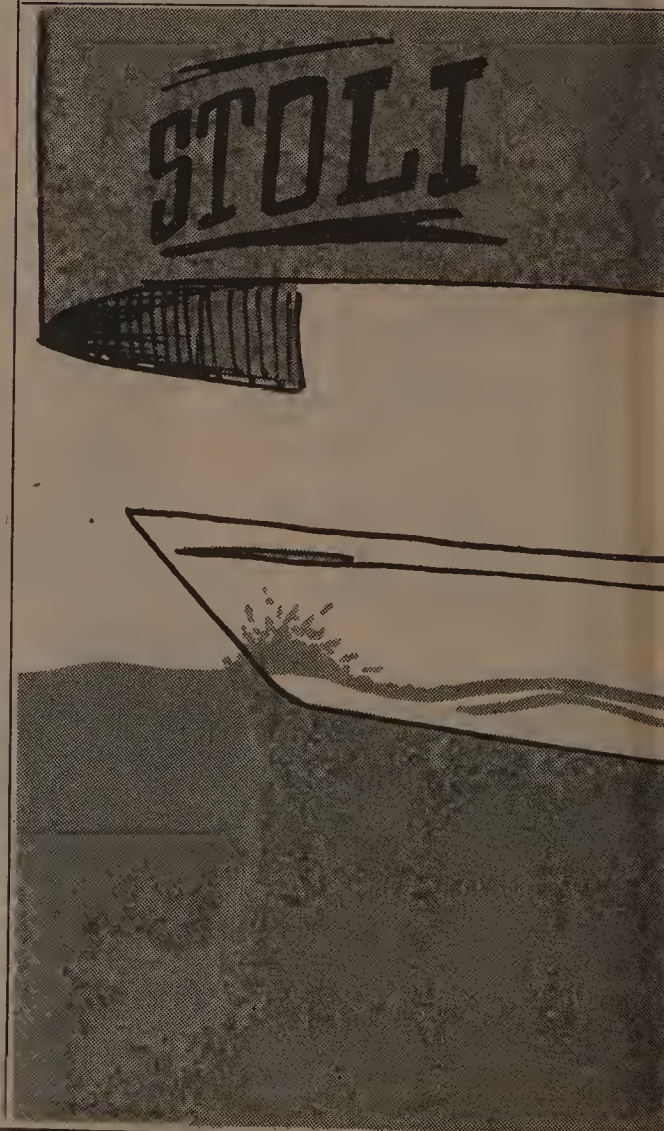
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rboc is

As anyone who tried to make sense of any of the propositions on last month's California ballot knows, the legalese in which bills are written is far from exciting reading. We woke up many a time in the week before the election swearing someone was slipping mickeys in our martinis, only to find ourselves slumped and drooling on the "sample ballot" still in our hands. We defy any insomniac to claim differently.

So imagine reading upwards of 12,000 such bills, then trying to figure out if any of them could affect boaters in any way, shape or form. If you include amended forms — 75 percent of the 8,000-odd bills introduced during the 1987-88 state legislative session were amended — that's how many get introduced every year. While we go catatonic just thinking about it, the good folks of RBOC (Recreational Boaters of California) have been reading and analyzing every bill introduced since the group's inception in 1964.

If they determine that a bill could have a deleterious effect on the state's boaters, they develop strategies to fight it. If it will have a beneficial effect, they rally recreational boaters to help pass it. Your



adhoc

letters to legislators do count.

RBOC kept especially busy during the last session of the State Legislature. To hit a few high points:

- * They helped defeat AB 4152, which would have prevented the use of sacrificial zinc anodes on boats.

- * They helped defeat the equally infamous AB 2612, which would have made it unlawful to scrape or clean the bottoms of boat in the water.

- * They helped insure that boaters would continue to have access to the newly-established marine life refuge at Catalina island.

- * They sponsored and supported the bill that provided local officials the authority to ban water balloons at certain activities. While many Bay boaters may resent this one, especially during Opening Day ceremonies in April, it's a fact that water balloons have resulted in several serious injuries (one woman lost an eye last year) and property damage.

In all, RBOC took positions on 89 bills during the past session. You might cont'd center of next sightings page

am cup news — cont'd

put "down under" "on top". Bondie has merged forces with remnants of the *Kookaburra* camp, notably Iain Murray and Peter Gilmour. As always, we can expect a hell of a show from that group.

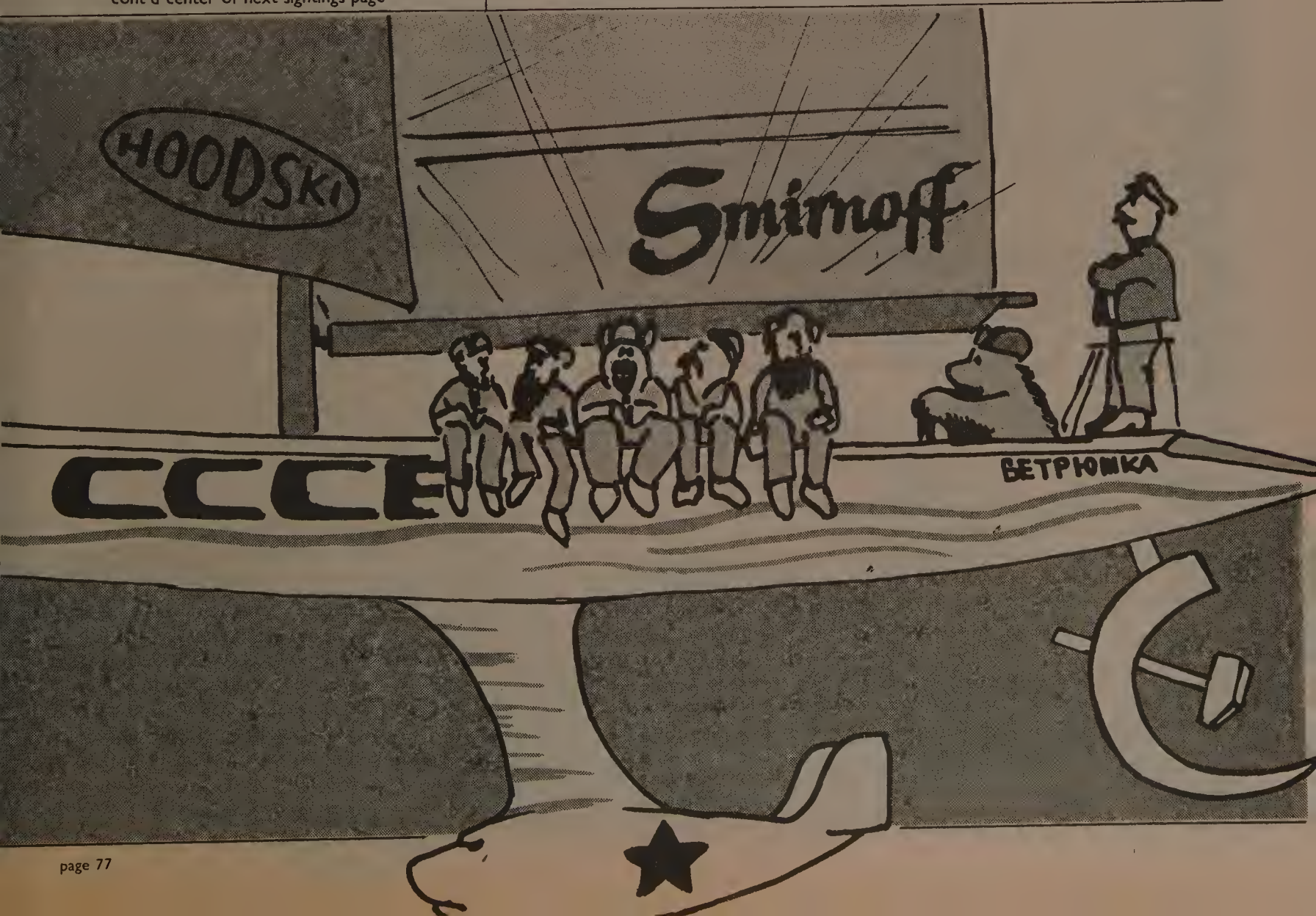
Conspicuous also by their presence are challenges by four countries that have never before mounted campaigns: Japan, Germany, Denmark and the Soviet Union. As if the participation of the Russians weren't news enough, four different yacht clubs (Leningrad, Odessa, Poti and Tallin) will field boats. That's more challengers than any other countries except perennial heavies England and Australia. Based on conversations with our deepest government source, Deep Bilge, (and contracting a heck of a cough from all those hours in gloomy parking garages), we had our local artiste pen the accompanying preview. Remaining countries who have challenged are Canada (1 boat), France (3), Italy (2) and Sweden (2).

Conspicuous by their absence from the list, as you may have noticed by now, are the Kiwis. At this writing, Michael Fay and his lawyers are trying to convince the New York supreme court that San Diego's use of a catamaran to defend his unorthodox September challenge was unfair. (Persistent son of a gun, isn't he?) We haven't been able to make contact with the Kiwis directly, but we suspect that Fay ignored the challenger deadline for a couple reasons: 1) It might weaken his present legal position, and 2) If the court rules in his favor, he wouldn't be a challenger, he'd be the defender.

If the court rules against him, incidentally, he could (and we suspect would) mount another challenge for the 1991 event. All he'd need to make that official is the mutual consent of the present challengers.

Finally, it seems the decision to get the 12-Meter out of the America's Cup and into the museums and history books where it belongs is nearer than ever to reality. The likely replacement will likely be a cross between a maxi and a maxi sled, in the 75-ft range.

More next month, same time, same station.



the baja boater's guide

It's official: *The Baja Boater's Guide* is out. And from all appearances, it has been well worth the wait. Author Jack Williams, with plenty of help from wife Pat, has done a first-rate job with *Volume I — The Pacific Coast*. We expect *Volume II*, which deals with the Sea of Cortez side of Baja, will be every bit as good. It is due out about mid-December.

If you've been following the rather convoluted metamorphosis of the *Guide*, you may be almost as relieved to finally see it available as Jack and Pat are to finally be able to relax from the seven-day-a-week grind of putting it together. "I thought I was retired," says Jack.

Jack began the project under contract to Leland Lewis. Lewis had put together the first two editions of the *Baja Sea Guide* and about five years ago hired Williams to do the field research for the third edition. It seemed an ideal situation for Jack. He had just retired after 28 years in the forestry service, and had already made several two to three-month Mexico cruises aboard his Cal 2-46 *La Patricia* over the years.

Williams kept his part of the deal, returning to San Francisco after the winter of '83-'84, and handing over copious notes to Lewis, who began advertising the next *Baja Sea Guide* for sale in late 1984. Unfortunately, however, nothing more ever came of it. Lewis never published word one, and a lot of people who prepaid their orders were out \$35 each.

For Jack, the deal had become a real ordeal. He'd just spent five months of his own money and time on research that was apparently wasted. Plus his name was being attached to a number of promises that weren't being kept.

The contractual agreement with Lewis prevented Jack from putting together his own seaguide: it stipulated that he couldn't publish anything that conflicted. He did, however, publish *The Magnificent Peninsula* in 1986. So far, 13,000 copies of this nifty and informative road guide to Baja have been sold.

When the contract with Lewis finally expired, Williams dived headlong into his own marine guide. Using his notes, Jack put the guide together over the summer of 1987. But he's a stickler for accuracy, so before he published, he took off on another complete "circumnavigation" of Baja to field test the books. During that second trip, he ran into a guy who lent him an airplane, and another guy who offered to fly it for nothing. The result was more than 1,000 photographs, about 350 of which appear in the two guides.

The result, as we've said, is one of the most complete and informative guides to Baja we have seen. We haven't had time to do our own field testing yet, but we have every reason to expect it to be one of the most accurate, too.

The arrangement and structure of the book, while a bit unusual — it's divides Baja up into "reaches" and "bights" — makes a lot of sense once you get used to it. An unexpected plus is Williams' down-to-earth writing style and sense of humor. For example, "When a pelican dives, it looks like somebody pushed a mail sack out of an airplane..."

The book also thoughtfully includes Mexican entry paper forms that may be copied. "The guy who charges \$8 a pop isn't going to like it," says Jack. "But sometimes even when you need them, they aren't available. Then where are you?"

If you're going to Mexico — or even if you're already there as you read this — we highly recommend you beg, borrow or buy the volume appropriate for your travels. It may be the wisest \$24.95 (Vol. 1) and/or \$26.95 (Vol. 2) investment you make all season. *The Baja Boater's Guide* is available at marine bookstores and chandleries, or by mail through H.J. Williams Publications, 191 Santa Rosa Ave., Sausalito, CA 94965.

Note: Jack Williams will appear for a book signing and to answer questions at the Armchair Sailor Bookstore in Sausalito on December 10. See Calendar for more details.

call home, karin. do it now!

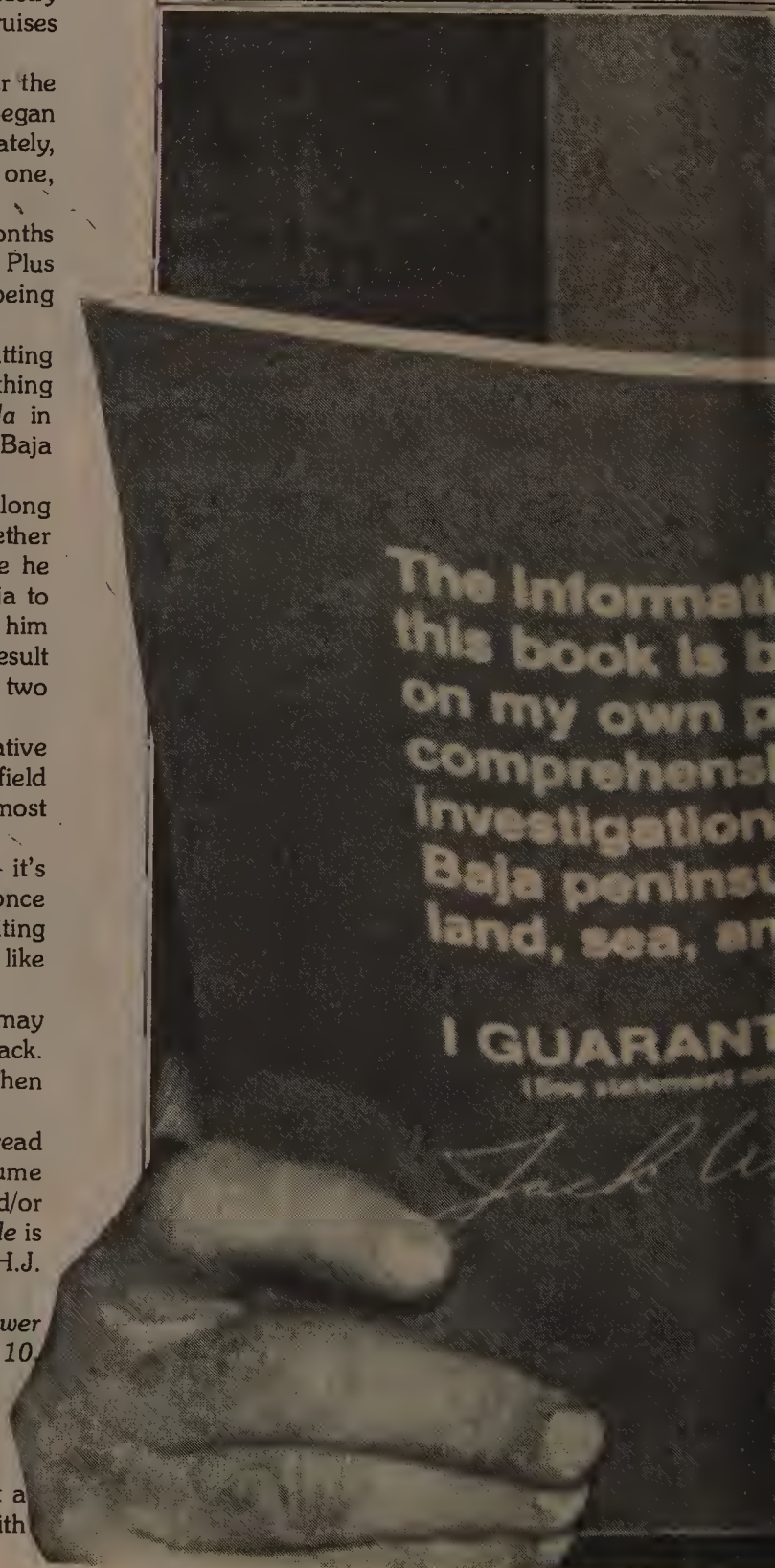
We know how tough it is when you're growing up and trying to get a little space from your parents. Back when we were about 15, we stood with

cont'd on next sightings page

rboc — cont'd

remember some of the above mentioned ones from writeups in these pages, but if RBOC is something new to you, then we'd like to right that omission right now. With so much else happening in sailing this year, we haven't had a chance to give credit where it's due. So here's a hearty thanks to the many hardworking, behind-the-scenes RBOC people who watch out for our interests.

And here's a plug for them. RBOC is a nonprofit corporation supported entirely cont'd center of next sightings page

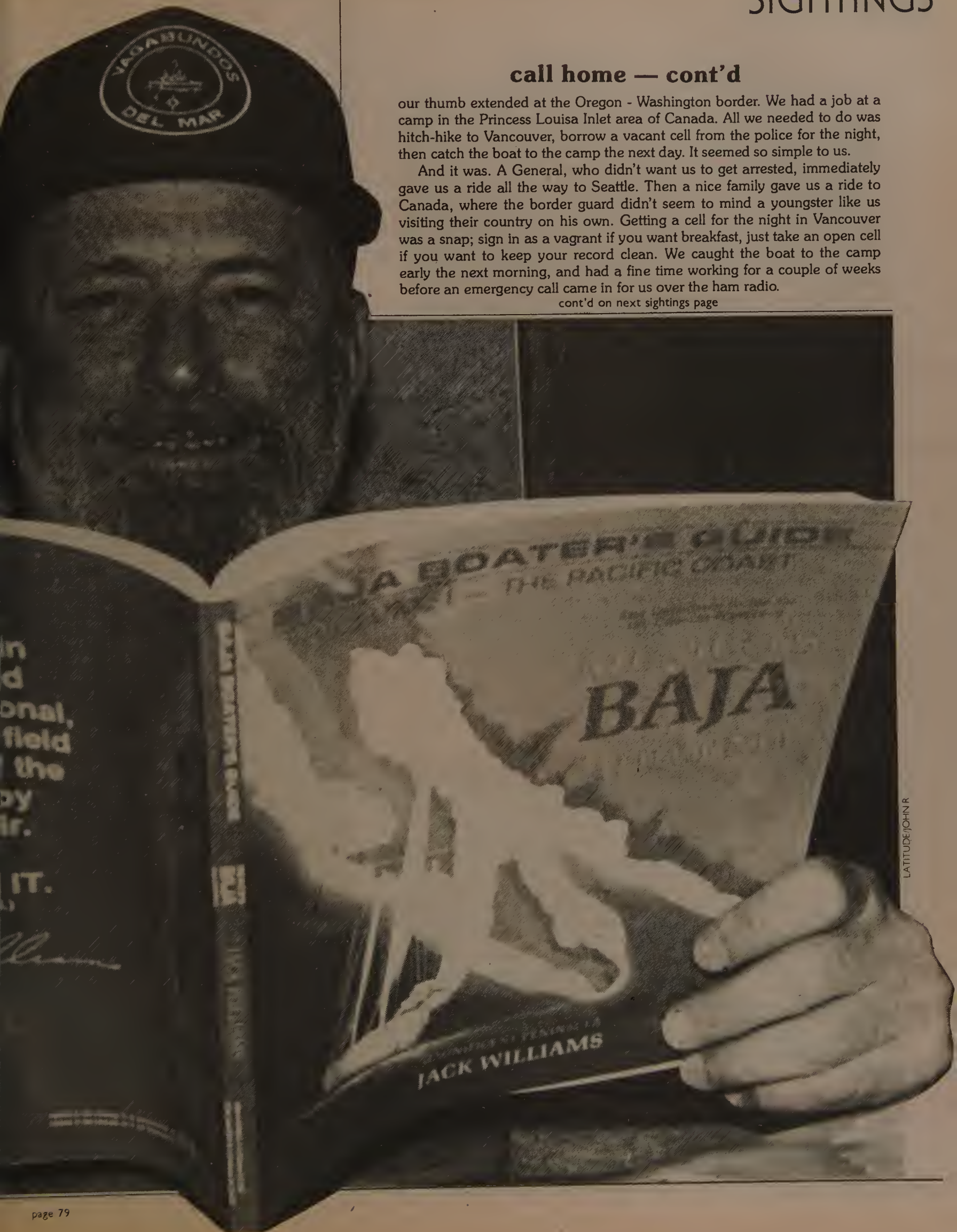


call home — cont'd

our thumb extended at the Oregon - Washington border. We had a job at a camp in the Princess Louisa Inlet area of Canada. All we needed to do was hitch-hike to Vancouver, borrow a vacant cell from the police for the night, then catch the boat to the camp the next day. It seemed so simple to us.

And it was. A General, who didn't want us to get arrested, immediately gave us a ride all the way to Seattle. Then a nice family gave us a ride to Canada, where the border guard didn't seem to mind a youngster like us visiting their country on his own. Getting a cell for the night in Vancouver was a snap; sign in as a vagrant if you want breakfast, just take an open cell if you want to keep your record clean. We caught the boat to the camp early the next morning, and had a fine time working for a couple of weeks before an emergency call came in for us over the ham radio.

cont'd on next sightings page



LATITUDE/JOHN R

call home — cont'd

It was our Dad, and he was pissed. He reminded us that he and our Mother hadn't heard a single word from us in the more than two weeks it had been since they watched us get into a strange car at the Oregon / Washington border. Were we all right, they wanted to know.

It seemed like such a stupid question. Of course we were all right. What possibly could have gone wrong?

Now that we've got a couple of little kids of our own, we realize that perhaps their concern about our well-being wasn't *that* far out of line. Even though the camp didn't have telephone service, it wouldn't have been that hard for us to have dropped a quick postcard and put their fears to rest.

It was while we were in the Coast Guard Pacific Area Rescue Coordination Center that we learned sons — and daughters — are still as irresponsible as we had been. Controller Michael Sullivan was going down the list of boats that are long overdue in the Pacific when he noted that one was out of La Paz. Knowing quite a few boats in that area, we asked for details.

Opening a moderately thick file folder, Sullivan told us that earlier this year the Coasties had received a letter from the parents of a young Austrian woman by the name of Karin Kinhof. The letter stated that Kinhof was overdue in Europe on a passage that was to have taken her from La Paz to Cocos Island to Easter Island to Galapagos, through the Straits of Magellan and up the Atlantic to Europe. The woman was to have been sailing aboard *Tehani*, owned by Peter Kittel of Morro Bay, California.

"Wait a minute," we said gravely, "we know Peter Kittel and Karin Kinhof." Indeed we did, having interviewed and photographed them at Sea of Cortez Sail Week in March of '88. But wait, we had interviewed them four months *after* Kinhof's parents said the boat was due in Europe!

It didn't surprise Sullivan, who said the Coast Guard has since learned that *Tehani* was in La Paz as recently as August.

Karin, you're even worse than we had been. Please call your parents now. And Peter, call the Coast Guard so they can throw your overdue folder in the trash.

The above "overdue" report on *Tehani* might seem comical if it didn't cost the Coast Guard — and therefore American taxpayers — so much money. Lt. Sullivan explained that in the course of trying to track down the "missing" Chinook 34, the Coast Guard had contacted port authorities all along the coasts of Mexico, Central America, South America, Europe — even the west coast of Africa! Mexico didn't report *Tehani*, and for obvious reasons, neither did any of the other countries.

The Coast Guard is aware of and uses ham nets such as the Sonrisa and Manana, but only when they are pretty certain a boat is genuinely lost in the area covered by the net. There are so many boats falsely reported overdue that the Coast Guard doesn't put them on the nets for fear they'll appear to be shouting "wolf".

The incident with *Tehani* was hardly unique. Lt. Michael Sullivan of the Coast Guard Rescue Coordination Center tells us that Hawaiian sailor told his parents he was going to sail the 60-ft sailboat *Elusive* from Fort Lauderdale to Maui, and should arrive in the Islands between October 8 and 18. In late September, the Coast Guard was told that the skipper of *Elusive* reported a broken prop or shaft some 1,100 miles off Panama, but that he still could use his engine to generate electricity and still could sail. When the parents hadn't heard from him by Thanksgiving, they began to put pressure on the Coast Guard to locate him. The Coast Guard found him all right, in a Honolulu boatyard. Apparently he still hadn't notified his parents of his safe arrival.

One boat that is seriously overdue is *Rainbow*, which looks like a 24-ft hard-chine aluminum boat, and is owned by a French sailor. The boat was scheduled to leave a Southern California port, probably Newport Beach, in January hoping to make Rio by April. Despite many inquiries to port captains in the different countries, there has been no word of the boat. If you see her in the Marquesas, Japan or some other part of the world, please contact the Coast Guard.

As for the rest of you, keep your loved ones updated on your own whereabouts and itinerary. It puts their minds at ease, it makes good sense — and hey, one day it could save your life.

rboc

by voluntary contributions. Hint, hint, nudge, nudge. If you want to give something back to the sport, or if you're a sailing scrooge who has finally learned the error of his ways this Christmas season,

one of

Ever had one of those days — weeks — when you couldn't win for losing? In October, two California cruisers had a month they'd just as soon forget. Both Clint Fleishour and his five sons aboard the



— cont'd

please consider helping RBOC out. If nothing else, send for their monthly *Boater Brief* newsletter to see what they are doing for you. Their address is RBOC, 925 "L" St., Ste. 220, Sacramento, CA 95814.

those months

33-ft *Paloma*, and Robert "Stretch" Wilt and John Rawson on the 33-ft *Early Light* had to be rescued off Hawaii. While the rescues themselves are not that unusual and all

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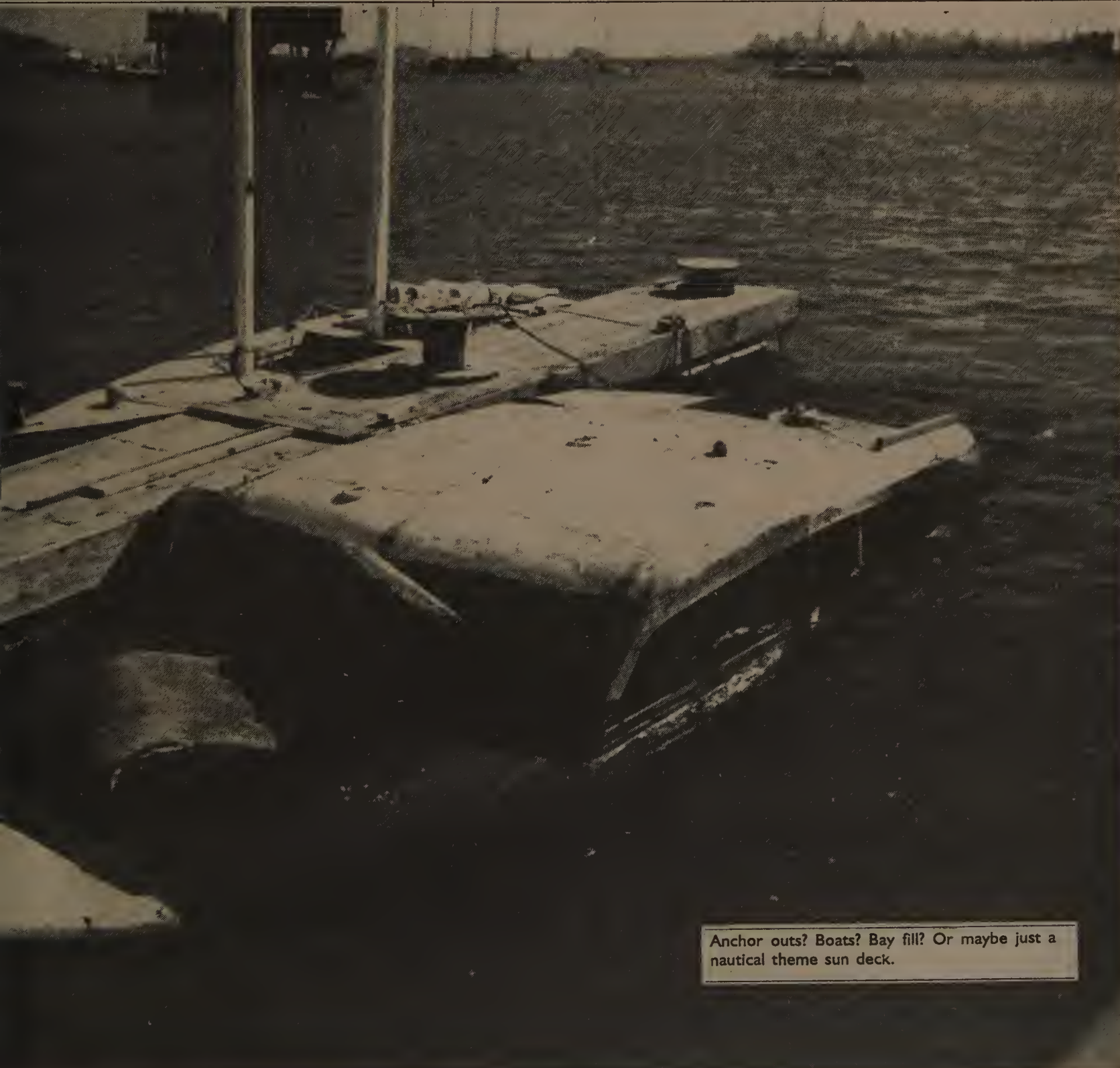
eat your heart out, donald

After more than a decade of battling, the city of Sausalito and the County of Marin have offered Richardson Bay houseboaters, whom authorities contend are illegally occupying public waters, what they term a compromise. That the terms of the compromise would insult the intelligence of a pelican has so far not seemed to have bothered these officials.

The city and county's offer is pretty simple. All the houseboaters have to do is agree to pay \$100 a month for moorings to be installed south of Strawberry Spit, and then promise to magically disappear forever in two years. In return, anchor-outs get to give up the free anchoring that's been available for the taking since the beginning of time, and waive the right to continue to battle for navigational rights they believe are theirs.

If the Marin authorities can manage to pull this one off, they deserve an

cont'd on next sightings page



Anchor outs? Boats? Bay fill? Or maybe just a nautical theme sun deck.

SIGHTINGS

donald — cont'd

honorary chapter in Donald Trump's *Art of the Deal*. Maybe even their own book.

As expected, the houseboater's long time adversary, Marin Supervisor Al Aramburu, backed up the government's offer with some tough talk. "We're just waiting to see what kind of response we get," he told the *Marin IJ*. "If there's nothing, we may have to gear up for some kind of enforcement action." Perhaps a return of the Blue Angels with live ammunition?

Aramburu's continuing hard-line stance against houseboaters and anchor-outs is untimely given recent events in Marin Superior Court. It was there that the Bay Conservation and Development Commission (on which Aramburu serves) was at least temporarily rebuffed in its attempt to get Forbes Kiddoo's luxurious houseboat, Forbes Island, removed from Richardson Bay. That legal complaint — and presumably the question of whether or not boats really constitute "Bay fill" — is scheduled to be heard in May of next year.

As per an ordinance passed last year by the County of Marin and the three cities that front Richardson Bay, it's illegal to anchor in Richardson Bay for more than 30 days.

fast is fun, or five easy weeks

We've harbored a semi-secret desire to build our own boat since we were about three feet tall. To date, it hasn't happened. Money, time and the mechanical aptitude of a banana slug have all conspired against us.

Especially time. Over the years, we've featured many people over who have built (or were building) their own boats. We've always had an open admiration for such folks, and for their patience. One thing they shared in common when discussing the process was that the time frames were often in years. You know, "Yeah, the hull there took us, what honey, about two years?" We recall one boat named Siete Anos for the seven years it took to complete. Another we featured had been under



From cut steel to cutter in just over a month.

construction for something like 22 years. To our knowledge, it isn't done yet. To those of us corrupted by the notion of instant gratification, such time frames present an insurmountable barrier.

Running into Steve Danaher, however, has renewed our hope. He's putting together a 36-footer — out of steel, yet — in San Rafael, and when we heard how long it took to get to the stage you see in the photo, we did a double, no, a triple take. No, come on, guy, don't you mean "months" and "years" instead of "days" and "weeks"? But he pulled out a sheaf of photos — the rest hadn't, ahem, had time to be developed — and walked us through the steps. We were speechless. Steve was bubbling with excitement. So we'll let him tell this story in his own words.



STEVE DANAHER

The boat in this photograph was built in four weeks by one person, plus a helper for a week. Sounds incredible? Unbelievable? Well, it's true. Read on.

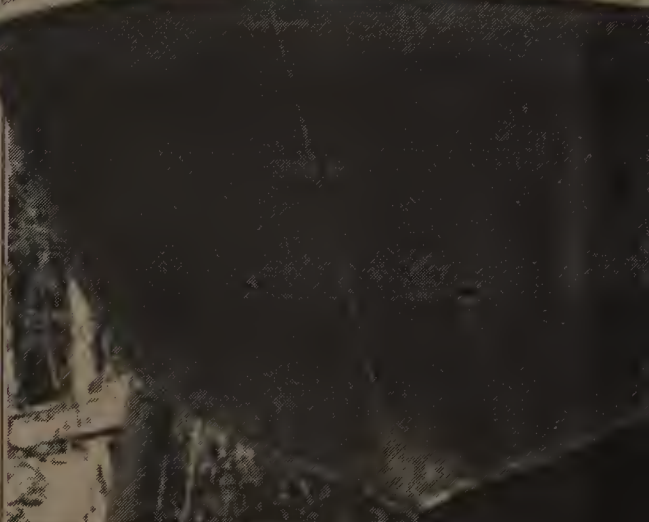
Some years ago, a clever Canadian by the name of Brent Swain thought there must be an easier way to build a steel sailboat than the usual laborious

cont'd on next sightings page

months

aboard will presumably live happily ever after, the circumstances were definitely on the bizarre side.

Fleishour and his sons, who ranged in age from 17 down to 8, left San Diego for the Islands on September 12. He took enough provisions to last a little longer



— cont'd

than two weeks. Twenty-five days later, on October 7, *Paloma* was only 1,000 miles out — about halfway. The Fleishours were out of food; they were drinking rainwater; and they had no idea where they were. By chance, they spotted another sailboat, the
cont'd center of next sightings page

fast is fun — cont'd

route. After experimenting with scale drawings and models, he came up with this design — a *folded* boat.

A full length (in this case, 36 feet by 8 feet) sheet of steel is cut, then pulled together with come-alongs. The result is a round-bilged bow and stern, with a short hard chine amidships just under the waterline. Swain offers plans for three sizes: 28, 31 and 36 feet. All are transom sterned, but

cont'd on next sightings page



fast is fun — cont'd

most of the cabin/pilot house configurations are custom fitted to the owner's taste.

The basic dimensions for the 36 are: 35 1/2 ft overall; 31 3/4 ft LWL; 10 1/2 ft beam; 6 ft draft; 17,000 lbs displacement; 5,000 lbs ballast. There are many variations possible on the basic model, most of which are easily worked in with little or no extra time. They include deeper or shallower draft (keel depth), bilge keels, center cockpit, increased sheer, and greater beam. The transom stern is usually left alone, as it and the skeg-hung rudder work so well. Incidentally, engine coolant runs through the skeg, which acts as an "underwater radiator" to keep the engine running at the proper temperature. And the keel makes good use of built-in tankage.

The hull is frameless construction, using 3/16-inch steel plate and longitudinal stringers. There is one transverse stiffener under the deck-stepped mast to distribute its load and offer additional athwartships stiffening.

Perhaps 50 of these folded boats have been built so far, and their reputation for strength, seakindliness, balance and being easily driven is established. Survivability was added to the list when one ran aground on the Pacific side of Baja. It pounded in the surf for two weeks before being pulled off, and the only dent it received was where the owner had tried to free it himself with a hydraulic jack. Most of the current boats are sailing up in the rugged Pacific Northwest, but lately they can also be found roaming Mexico, the Pacific or anywhere their owners care to go.

By now you're probably thinking, "Sure, sounds great. But a boat meeting these criteria must be expensive, right?" I'll just say this: take a guess, a low guess, then cut it in half. Including labor and materials, the basic steelwork completed as shown (hull and deck) ran about \$8,000.

The professional help is needed as the plans are incomplete. So far, Swain basically assigns a contractor to each job, and that guy travels to the building site with full-scale templates to mark out the steel plates.

Of course, the lions' share of the work is yet to be done. Steve, who works for nearby Marine Engineering, hopes to complete much of the interior over the winter. He doesn't want to estimate a launch date yet, but points out that Swain built and launched one in sailing trim (though without interior) in 28 days.

For the long range, Steve hopes to cruise the boat, to be named *Evergreen*, to Alaska, then to points south "as long as the money holds out." We'll keep you updated on his progress. For more information on the design, you can contact Brent Swain, c/o 45-951 Homewood Rd., Campbell River, B.C., Canada V9W-3N7.

some like it hot rally off and running

The cruising class of '88/89 is slowly starting to migrate through Cabo San Lucas, and once again the not-quite-yet world famous "Some Like It Hot" California to Mexico Cruiser's Rally is getting underway. "The season hasn't really begun yet," allows Gil Oyanguren, proprietor of Papi's Deli of Cabo. "The boats are starting to trickle in, one a day or so. In a month or two, the floodgates will open and we'll have four or five a day checking in."

The SLIH Rally, in case anyone has forgotten, is sponsored by *Latitude 38* and Papi's Deli in Cabo San Lucas. We've tried to keep the "rules" of the rally really simple — there basically aren't any. But there are "trophyes": Just sail or power down to Cabo anytime between October 1 and February 1 and check in with Gil and Karen at Papi's to claim a free ice cream cone and a snappy white and blue free T-shirt (for as long as they last). Last year, over 400 cruisers signed up on the wall at Papi's Deli; in addition to the above mentioned reward for making it to the tip of Baja, by signing up you'll also be eligible for bigger prizes, such as handheld VHF's, which will be given away at the Sea of Cortez Sail Week (March 26-April 1).

Not that most yachties wouldn't end up at Papi's anyway: they have great food at reasonable prices; they give out free "Papi maps" of Cabo; there's a growing collection of yacht club burgees on the walls; and a library of old — and occasionally fresh-off-the-presses — *Latitudes* that rivals our

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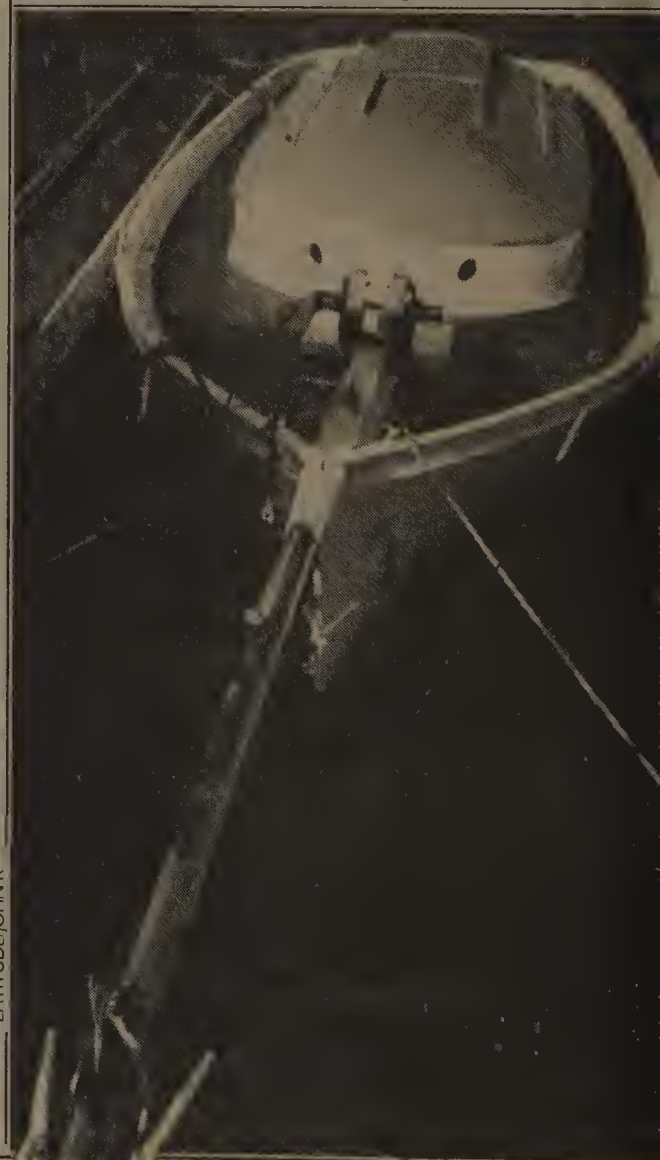
months

Early Light, and maneuvered over to it in heavy conditions.

Early Light had departed Santa Barbara for Hawaii on September 10, and was doing well on its more realistic timetable. In a real feat of seamanship, Wilt and Rawson transferred a bunch of their own provisions over to *Paloma*. It was during their radio conversation that Wilt learned Fleishour was lost — in more ways than one. "All he had was a compass and a chart," Wilt said. "He had no navigational ability or other equipment."

Wilt and Rawson agreed to cruise in company the rest of the way, but as so often happens, the two vessels got separated. Fortunately, Wilt had given the other skipper a fix and magnetic heading to Hawaii.

Both boats, now out of contact with each other, were next devoured and digested by the Pacific High. *Early Light* went from making 120 miles a day to 430 miles in the next week! Fleishour and his kids didn't make half that, plus they ran out of food again. Except for a few fish early on, they went for eight days without food and five without appreciable water



LATITUDE/JOHN R

— cont'd

(they licked dew off the boat in the morning) before being rescued by a Navy vessel 550 miles northeast of Honolulu. The boat was left to drift.

Meanwhile, Wilt and Rawson were having problems of their own. A storm after the calm swept away their dinghy and broke *Early Light's* boom and steering vane. They rigged the main loose-footed and kept going, alternating four-hour watches on the helm and watching their own remaining food supply dwindle. They ate their last meal, a can of tamales, on Sunday, October 16. On Monday, they sat becalmed again, only 70 miles out of Maui, and right in the path of another blow.

"Walking toward us on legs of lightning was the biggest, baddest storm I've ever seen," said Wilt. They called the Coast Guard. The cutter *Cape Cross* — "The Coast Guard was the real hero in all this," says Wilt — towed the damaged boat and exhausted crew in.

No matter if you sail as a racer, cruiser, good samaritan — or without a clue — remember: shit still happens. Be careful out there.

oldies but woodies

If the boat in the photo at left were named *Pinnocchio*, we'd seriously consider sending it to its slip without dinner.

Sorry, couldn't resist that one.

The 11-ft bowsprit really belongs to the 33-ft (LOD) *Freda*, which regular readers (and old boat buffs) will recognize as the West Coast's oldest sailing yacht. She was built in 1885 in Belvedere.

Freda was fabulously restored from a decrepit state 33 years ago by Harold Sommer, who those same regulars and old boat buffs will recognize as restorer and present owner of the 90-ft pilot schooner *Wanderbird*. *Freda's* present owners are Diane and Jerry Brenden of San Anselmo, who have continued the time-consuming TLC it takes to keep an old woodie in absolute top shape, which *Freda* is.

As part of that, the Brendens recently had the mast pulled to have it checked out and a complete new set of rigging made. The 45-ft fir stick, which Sommers had had made when he did the major refit, is still in perfect condition, reports Diane.

By the way, Harold got ahold of the wood for that mast from some war surplus place, and had it turned to shape, total investment: \$275. How will that compare to the 1988 price for refinishing and rerigging the same mast?

"It will be a lot more than that!" laughs Diane. *Freda* should be in sailing trim once again soon after the new year.

off and running — cont'd

own. And you'll quickly find that the friendly owners — Gil, a Mexican who grew up in Ventura, and his wife Karen, from Montreal, are the unofficial port captains of Cabo. In addition to running the morning net, which presently takes 10-15 minutes but will take up to two hours in a month or so, they can help you solve just about any problem that pops up. How they find the time to run the deli, build their house, raise their four young kids (one more is on the way in December) and still be so much help to cruisers is one of the great mysteries of the universe.



Cory, Tait and Tait Smith — a three-generation cruising family.

You can also catch Gil and Karen just about anytime on Channel 22 (they have radios in their deli, home and car), a fact that may have saved a cruisers life in early November. Karen, upon hearing a call on 22 late at night about a man having a heart attack, met the victim at the dock and personally drove him to the hospital. "Channel 16 — the assigned one for the port captain and emergencies — was useless, just like when the *Anticipation* blew up last year," says Karen.

Over breakfast in their deli last month, Gil and Karen, who are also involved in community affairs, asked us to mention a few things regarding the upcoming holidays in Cabo: first, there's a "toys for tots" program in which yachties are encouraged to bring or send toys to Cabo. On Christmas Eve, Gil gets dressed up as Santa Claus and rides the town's antique fire engine into the poor district, distributing toys. "More toys are better than expensive ones," says Gil. "For some of these kids, a pack of marbles is more than they'd be getting." We can't think of a more worthy cause — call us at *Latitude*, preferably soon, if you need help sending toys down from the States.

Secondly, on a more hedonistic level, Papi's annual New Year's Eve bash in Cabo will be occurring again. Last year, over 150 yachties paid a lowly \$6 each to party at Senor Sushi's — contact Papi's for this year's details.

Fortuitously, as we were downing our second cup of coffee and playing with Gil and Karen's one year old son Andy ("We're waiting anxiously to see if his first words are in Spanish or English," laughs Karen), we got a chance to meet two of the "Some Like It Hot" participants.

Mark Emfinger, a 37-year-old manager of a construction products company in Southern California, claimed the first of the SLIH T-shirts we delivered. He'd just spent eight days sailing his Westsail 28 *Interim* down from San Diego, going 150 miles offshore and finding 30 knot breezes for three days. "I left four days before the Cabo Race started, and kept looking over my shoulder expecting to get run over by a sled," said Rick. He's taking a leave of absence from work, treating his season in Mexico as a shakedown for "the big one" in a few years.

We also met the Smith family of Coyote Point, who have a unique — to our knowledge at least — claim to fame: the three person crew of their Coronado 35 ketch *Windrider* consists of three generations of Smiths. Tait

cont'd on next sightings page

off and running — cont'd

Smith, Jr., age 42, is the captain; the crew is his 79-year-old father, Tait, Sr. and 17-year old son Corey. They've been wandering leisurely down the coast since February, and had just gotten into Cabo that morning. In fact, they hadn't even checked in with immigration, the port captain or customs yet — instead they'd come straight to Papi's!

While it's gratifying to see that kind of enthusiasm for the SLIH rally, we'd recommend clearing into Cabo before coming to score your ice cream cone and T-shirt. Maybe we should make that the one and only rule of the rally? Anyway, our congratulations to the 16 "early bird" boats (everyone who'd signed up as of mid-November). We wish we had time to greet all rally participants personally, but duty beckoned. Hope to see you all in La Paz in March!

Here are the first boats to sign up at Papi's listed by name, type, owner, homeport and destination:

- 1) **Magellan**/ 37' ketch/ Richard Levine/ Morro Bay/ New Zealand.
- 2) **Athlena**/ CT 47/ Bob Keith/ Long Beach/ "the world".
- 3) **Moon Passage**/ Passage 34/ Terry Gallie/ Vancouver/ Med.
- 4) **Pearly Gate**/ Norbelle 37/ Mark Howe/ San Fran./ Acapulco.
- 5) **Dickens**/ O'Day 34/ Scott Cryder/ Ventura/ Puerto Escondido.
- 6) **Sea Change**/ Tayana 37/ David Parris/ San Diego/ Acapulco.
- 7) **Meteor**/ custom/ Bob Schreiber/ San Francisco/ "???".
- 8) **Dystocia**/ Morgan Out Island/ Roy Bray/ Portland/ Miami.
- 9) **Citius**/ SC 70/ Curt Spencer/ Long Beach/ Cabo Race.
- 10) **Interim**/ W'sail 28/ Mark Emfinger/ Huntington Beach/ La Paz.
- 11) **Johanna III**/ Spray 28/ Del Smith/ Vancouver/ Acapulco, etc.
- 12) **Kialoa II**/ S&S 73/ Frank Robbens/ San Francisco/ Cabo Race.
- 13) **Liquid Sky**/ J-41/ Bob Brockhoff/ Santa Cruz/ Cabo Race.
- 14) **Salty Dog**/ Chance 47/ D. D'Allesio/ M. del Rey/ Cabo Race.
- 15) **Typhoon**/ Custom 45/ John Olsen/ Long Beach/ Acapulco.
- 16) **Windrider**/ Coronado 35/ Tait Smith/ San Francisco/ PV.

mystery of the sarah joe

On February 11, 1979, five friends motored out of Hana, Maui, aboard the 17-ft Boston Whaler *Sarah Joe* for a day of fishing. A fast-moving storm moved in suddenly. When it was gone, so were they. Despite an extensive five-day search by the Coast Guard, and a separate months-long one by the families of the men — Ralph Malaikini, 27; Peter Hanchett, 31; Benjamin Kalama, 38; Patrick Woesner, 26; and Scott Moorman, 27 — no one ever found a trace of them or their unsinkable boat.

Until this year.

On September 10, 1988, a marine biology survey team found the boat and some human remains on Sibylla Island, an uninhabited three-mile long slice of beach and jungle in the Taonga Atoll Group of the Marshall Islands. Sibylla is about 2,054 straight-line miles from Hawaii.

"It didn't surprise me that they found the boat," says Scott Chun, spokesman for the families and cousin to two of the men. "It couldn't sink, so I knew it would turn up sooner or later. The grave did surprise me, though. It surprised all of us."

Dental records revealed that a jawbone atop the crude grave some 100 yards from the upright boat hull belonged to Scott Moorman. Though bones in the grave cannot be positively identified, there is a "high probability," says Chun, that they are Moorman's, too.

The sad discovery — ironically made by John Naughton, a marine biologist who helped search for the missing boat in 1979 — has opened a lot of old wounds for the families involved. It's also reopened and enhanced the mystery of just what happened aboard the *Sarah Joe*. Among new questions: Who buried the remains? When were they buried? How and when did the boat come ashore? How and when did Scott die? Where are the other men who were on the boat?

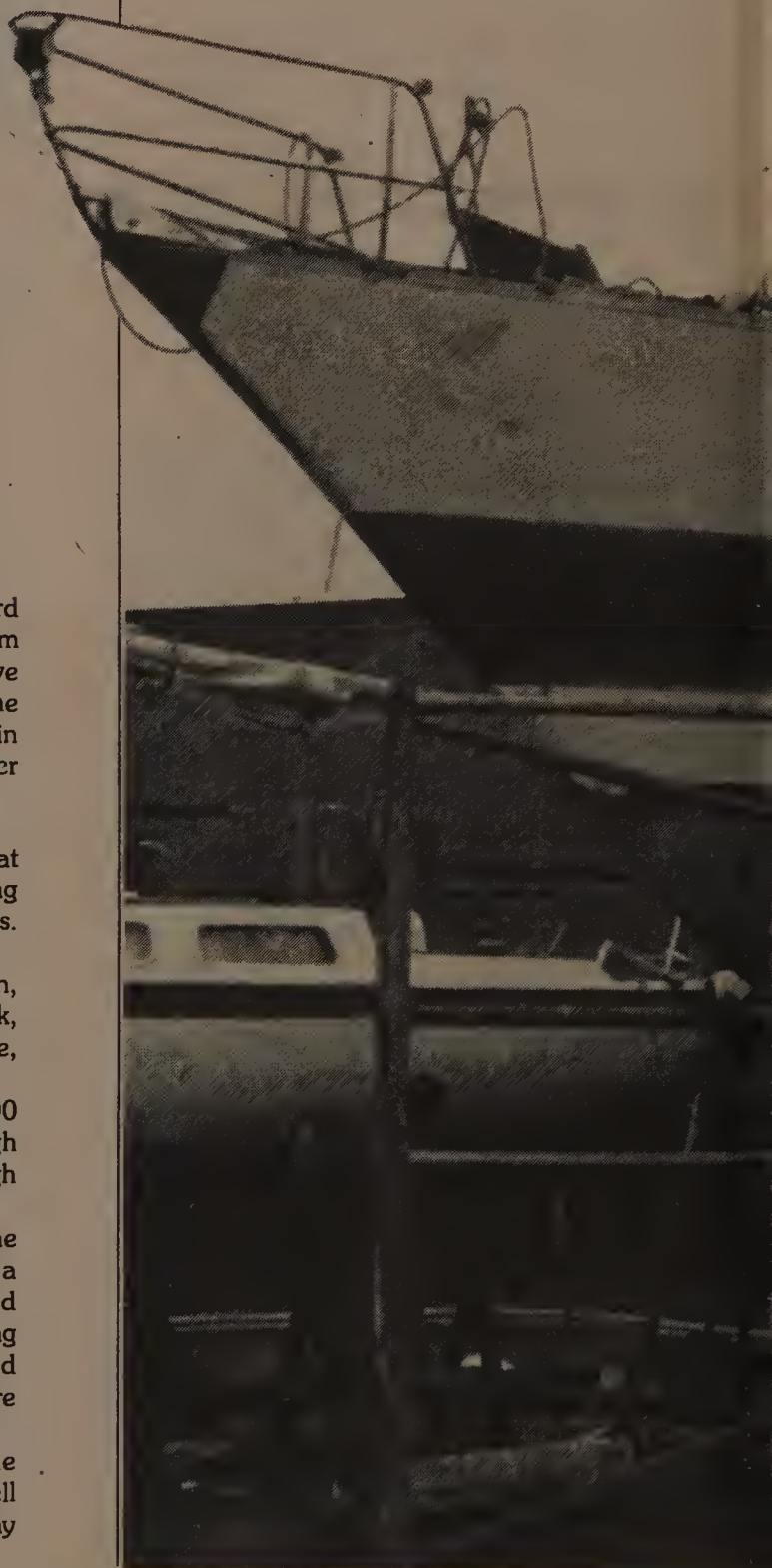
Some answers have been extrapolated. Judging from other debris on the beach and known currents, the boat drifted there and was driven well above the high-water mark by a series of storms over the years. Experts say

cont'd on next sightings page

stomil

The 42-ft Polish yacht *Stomil* will be saying goodbye to a lot of friends here in the Bay soon after this issue hits the stands. They are scheduled to depart December 2 for Southern California.

In case you're just tuning in, *Stomil* and her five-man crew were detained from entering the Bay area last month due to a bureaucratic mixup: All eastern-bloc vessels must clear entry into territorial waters with the State Department two weeks prior to the planned entry date. *Stomil* got here



headed south

from Hawaii nine days early. The story hit the local media big-time and after five bumpy days anchored over the Potato Patch, they were finally allowed in.

A lot of local people pitched in right from the beginning to make the visiting sailors feel welcome. We mentioned a few of them last month. Equal time and kudos go in November to: the Coast Guard, who granted a three-week extension to the Poles' original (Nov. 11) must-leave date; cont'd center of next sightings page

sarah joe — cont'd

Scott has been dead more than two years, but it's impossible to determine how old the grave is. Finally, in the extremely unlikely event that any of the fishermen reached the island alive, it would have been small consolation. Says Naughton, "There is jungle growth, but no drinking water and no coconuts. No one could have survived too long."

The rest is pure speculation, something the families said they are trying to resist. The resurfacing of long-repressed emotions over the loss are hard enough to deal with. Still, reunited after nearly 10 years, the families have vowed to renew their efforts at finding the truth, if possible.

The existence of the grave, especially with no other evidence of remains or human presence (except for the wreck of a World War II Japanese cont'd on next sightings page



JOHN ARNDT

sarah joe — cont'd

observation plane found by a search team that combed the island) suggest a third party was involved. Fish or turtle poachers are likely the ones who first found the remains, since they frequent the area and would not want to report anything for fear of being caught. At this point, however, no one is discounting any possibility, even that a passing cruiser buried Scott. Accordingly, an appeal has gone out for anyone who might have more information on this mystery to contact Coast Guard Search and Rescue in Honolulu at (808) 541-2310.

on the road

(That sailboat racers are a sometimes compulsive lot is well-known to other racers. But sometimes not so well-known to other sailors, which is why we thought you'd appreciate the following. It is reprinted with permission from Starlights, the monthly newsletter of the Star class. And curiously enough, the chain of events begins right around latitude 38, a little east of here ...)

cont'd on next sightings page

stomil

Nelson's boatyard, which donated a free haulout, laydays, tools and bottom paint; Proper Tighe Marine, who gave them a 45-lb CQR and 100 feet of chain to replace the anchor they lost over the shoal; Bob Kilian of Pitchometer Propeller, who reworked their tired, bent propeller so it would push the boat at a realistic 5 1/2 knots instead of 3 1/2; Encinal YC, and later Oakland YC, both of whom donated dockspace for as long as Stomil stayed in the Bay Area; and to several club members who treated the five — and a few girlfriends — to club dinners.

Even Ma Bell threw in, in a sideways sort of way, says EYC's rear commodore



— cont'd

Shirley Temming, who became the unofficial "agent" for *Stomil*. She'd called Pac Bell to try and arrange free time for calls home to Poland, especially for the skipper, Jeczek Rachk. He'd been gone from home since August, 1987, and the boat's tight budget prevented any but the briefest of personal calls home.

Pac Bell's Bob Archibald told Shelly that such arrangements were against company policy. "Then he said, 'Let me check on something and call you back.' A little while later he called to say they'd taken up a collection in the office that would buy Captain Rachk and his crew 1

cont'd center of next sightings page

on the road — cont'd

Alan Drew and Steve King set out on a Thursday evening to take their boat from Annapolis to Port St. Lucie, Florida. They were planning to do a race there, then ship the boat to Nassau for the Worlds. It was Steve's boat, so they took Steve's car (you may remember the one — slime green with rust). That was their first mistake.

This had all the earmarks of one great trip. Alan's organized, Steve's not; Alan's sorta compulsive, Steve's not; Alan's on time, Steve's not — so they got started two hours late and were promptly stopped for 45 minutes in Washington's rush hour. After that things were fine until about 3 a.m. when a radiator hose exploded. That cost an hour.

Next went the heater hose at about 5:30 a.m., which wouldn't have been so bad except that it took out the oil pump and they were 30 miles south of Savannah, Georgia, at a garage near nothing. After six or seven hours of work, many parts and a couple of hundred miles chasing parts, the car was running. The bill was \$100.61. Given the sawed-off shotgun hanging next to the cash register, the boys would happily have paid anything under about \$500.

They were on the road again the next day, Saturday, shoving off about 5 p.m. Things were great for about three hours, or until the pair were about 10 miles north of St. Augustine. This was to be a real milestone because they were going to eat real food: since leaving home, all they'd had to eat was cellophane-wrapped "turnpike gourmet."

But the car overheated again. No broken hoses this time, though. In fact, they could find absolutely no explanation for all that steam. After an hour of cooling the engine off by the side of the road, there was nothing to do but cross their fingers, hope the loud tap in the engine disappeared, and set off in search of dinner, if not Port St. Lucie.

The courageous mariners made it halfway to dinner — or about five miles — when CRUNCH, BAM! and the tinkle of engine hitting the pavement. We're talking blown engine. This is serious. Valves in, rods out, a hole in the block and oil and metal all over Route 195. And it was supposed to rain.

It was now about 10:30 Saturday night and, as you might imagine, Alan was not overjoyed with Steve or his car. But they needed a plan. They finally decided that Alan would hitchhike to Port St. Lucie and borrow a car. Steve would get the boat and his car towed somewhere. They would leave messages all night with a relative in Lauderdale. Everything was set when Alan asked, "So how do you hitchhike?"

Turns out the guy is a natural. The fifth car stopped. But before Alan could say "Can I get a ride to Port St. Lucie?" Steve said, "Look, he has a hitch!"

The guy says he's going to Port St. Lucie, so Steve says "Great. How'd you like to tow our boat?"

"Well, I'd like to help, but I've never towed anything before."

"No problem, this is a great trailer. You'll never even know it's there. Hey, the lights even work."

Quick, empty the car, everything in the boat, get the license tags off, clean out the glove compartment. Hook up the trailer. Push the car off the shoulder but not quite to the swamp. And they're off. Alan swears it was 20 minutes from the explosion until they were on the road again! And they were safe — their new driver, Brian, had his 45 automatic pistol on the dashboard.

Next, dinner! Steve's treat, right? Wrong. Try as they might, Steve and Alan could not talk Brian into letting them buy him dinner. Brian didn't like dinner, he liked fruit. And he was very generous with his fruit. He had pears. Steve hates pears. Steve says pears are ripe for about 15 seconds before they turn to brown goo. Brian's pears were well into the brown goo stage. Steve sorta ate one and the brown goo stuck his fingers together.

Brian was great. He took Steve and Alan about 250 miles to Port St. Lucie, dropped the boat off at the club, then took them 10 more miles to a motel. The boat got to Nassau, and the boys flew home. They lost track of the car.

Steve's strongest memory is riding for 250 miles with his fingers stuck

cont'd on next sightings page

SIGHTINGS

on the road — cont'd

together with pear goo. Alan's strongest memory is Steve. The lesson seems to be breakdowns are no serious problem; and you can hitchhike with a Star boat — just keep your eyes open for a 1 7/8" ball.

the vane dilemma

A windvane is sailing the boat at right. Notice that the wind generator is also whirring, the solar panel is rigged (though probably not contributing much on such an overcast day), and everything is stowed and shipshape. *Accomplice* is the epitome of what a self-contained, self-sufficient little world a sailboat can be.

The only problem we have with this arrangement, and this may be a purely personal thing, is that every time we see a vane or autopilot-steered boat go by, we can't just ignore it. Is there *really* someone on board? we always ask ourselves. Well, sure, he had to have set the vane, says left brain (that is the logical half, isn't it?). Yeah, says right brain, its imagination running rampant, but he could have slipped and gone over, or hit his head below, or ... or ...

It's always the same. We turn the photoboat around and, trying to be inconspicuous, tag along until we make sure whoever's on board is on board and okay. As always, he was.

yachting in yesteryear

Ever wonder what recreational sailing was like around the turn of the century? Ever think you were born in about 100 years too late? If you have, you may get a kick out of the following. It's reprinted from *The Yachtsman's Handbook*, 1912 edition, from the chapter entitled "Yachting Etiquette."

"When at a visiting yacht club, ...gun salutes should be avoided as much as possible. A lot of yachtsmen like to fire their small deck cannon at every available opportunity. It is a pernicious practice and should be discontinued.

In visiting other boats in the harbor, one should be careful not to do so at meal times. This can always be told on yachts that fly meal pennants. If these are not carried, meal hours can generally be guessed at or noted by the fact that all hands are below.

Don't pay more attention to your uniform than you do to the equipment of your yacht. On small boats, uniforms are more or less out of place unless the owner happens to be the flag officer of some yacht club, and it always seems like presumption to see the owner of a 25-ft catboat or power boat come ashore with as much gold braid on his cap and coat as an officer of the Navy.

Here are a few "don'ts" which the late dean of American Yachting, Mr. A. Carey Smith, recently set down for the benefit of those who would be *persona grata* aboard of a yacht:

Don't wear resounding garments.

Don't sport prismatic hose.

Don't wear sleeveless shirts; they are an abomination in the eyes of all sailormen.

Don't bring on board a kit bag like a cow's belly with a handle to it.

Don't point at other boats and make remarks about the wind.

Don't say you would like a cocktail.

Don't pick out a place in the shade.

Don't be afraid to sit on the wet deck.

Don't sit near the wheel.

Don't touch gear that you know nothing about.

Don't speak if there is a mixup.

Don't speak to the captain.

Don't be too free with the booze when you go to lunch — if there is any.

Don't be afraid to tail on the main sheet or other gear that you understand. ♫

Don't forget what Count Considine said to Charley O'Malley: 'All men are equal before the pistol.' The same is true race day."

If these precepts are followed you will get the "glad hand" from the owner and the respect of the crew, not to mention many days of keen sport in the future."

(Thanks to Ants Uiga for enlightening us present day abominations.)

stomil

1/2 hours of free time!" Encinal YC members also accumulated about \$250 in donations to help reprovision the boat.

From San Francisco, Rachk and a

kudos

San Francisco has been chosen as the western port which will celebrate Columbus Day in 1992. What's the big deal? The quintecentennial (500th) celebration of Chris' failure to find Asia by the western route, of course. Seems this huge chunk of



— cont'd

new crew of university students will sail *Stornil* first to Santa Monica for two weeks, then to Long Beach for two more. Then on to Panama, the east coast and home.

for chris

real estate we now call America got in his way, which Queen Isabella must have thought that was a pretty creative excuse. The "I discovered the New World" line got him off the hook for losing *Santa Maria* on
cont'd center of next sightings page

short sightings

SAUSALITO — The steamship *Wapama*, whose current preservation status we reviewed a couple issues back, received a National Historic Preservation Award November 18 at ceremonies in Washington, D.C. One of only 18 such projects nationwide to receive the award, and the only ship, *Wapama's* preservation program was called a "major accomplishment" by the five-member jury, who added that it should serve as a model for the development of national standards for the documentation of historic ships. The National Historic Preservation Award program is part of the Department of Interior's "Take Pride in America" public awareness program.

LONDON — You can get ready to kiss that old S.O.S. goodbye. The
cont'd on next sightings page



LATITUDE/JOHN R

short sightings — cont'd

International Marine Organization has decided that beginning in 1993, the Morse Code distress signals will be replaced — at least on ships — by the Global Maritime Distress and Safety System. Instead of tapping out dits and dahs and hoping another ship or shore station will pick it up, ships in imminent danger will push a button that sends a radio signal bouncing off a satellite to a Coast Guard computer terminal. The radio signal will carry the ship's name, position and time of the incident.

SOUTHERN CALIFORNIA — Our grandfather didn't put much stock in organized religion. His God was nature, and so he 'worshipped' along the shore, in the forests and on the mountains rather than inside stain-glassed buildings. Thus it's with great regret we note that his 'churches' were again desecrated by our government. Once again last month, Santa Monica Bay beaches had to be closed when hundreds of thousands of gallons of sewage from the Hyperion Treatment Plant polluted local waters. The local governments already pay millions of dollars in fines each year for having not brought their sewage treatment capacity up to standards that were agree upon many years ago.

Meanwhile down in Orange County, some 100 sealed glass and plastic vials turned up along a 30-mile stretch of beach. Authorities said that the vials contained mostly harmless medications used to treat troops expowed to chemical warfare. We'd like to believe the authorities tell us, but it's getting harder to with each passing day.

WASHINGTON, D.C. — Just a reminder that on December 31 an international agreement goes into effect that prohibits the dumping of plastic waste into the sea from commercial, recreational and fishing boats. Surprisingly, the impetus for the agreement is not so much the prevention of pollution but the protection of fish, marine mammals and birds. Lt. Steven Hanewich of the Coast Guard says, "Over 1 million birds and over 100,000 mammals and sea turtles die annual from plastic."

The only bad news is that a mere 32 maritime nations, representing 52 percent of the world's shipping, have ratified the agreement. Also disgustingly absent from the agreement are U.S. Navy ships, which for reasons that torture common sense, get a reprieve for five more years.

Under U.S. law, American vessels are prohibited from dumping plastic anywhere in the world, while foreign vessels are prohibited from dumping it within 200 miles of United States waters. Penalties under U.S. law can be as high as \$50,000 per violation a day and five years in jail. Those who can provide proof of such violations are entitled to a cut of the fine, so don't forget your video recorder the next time you're out sailing.

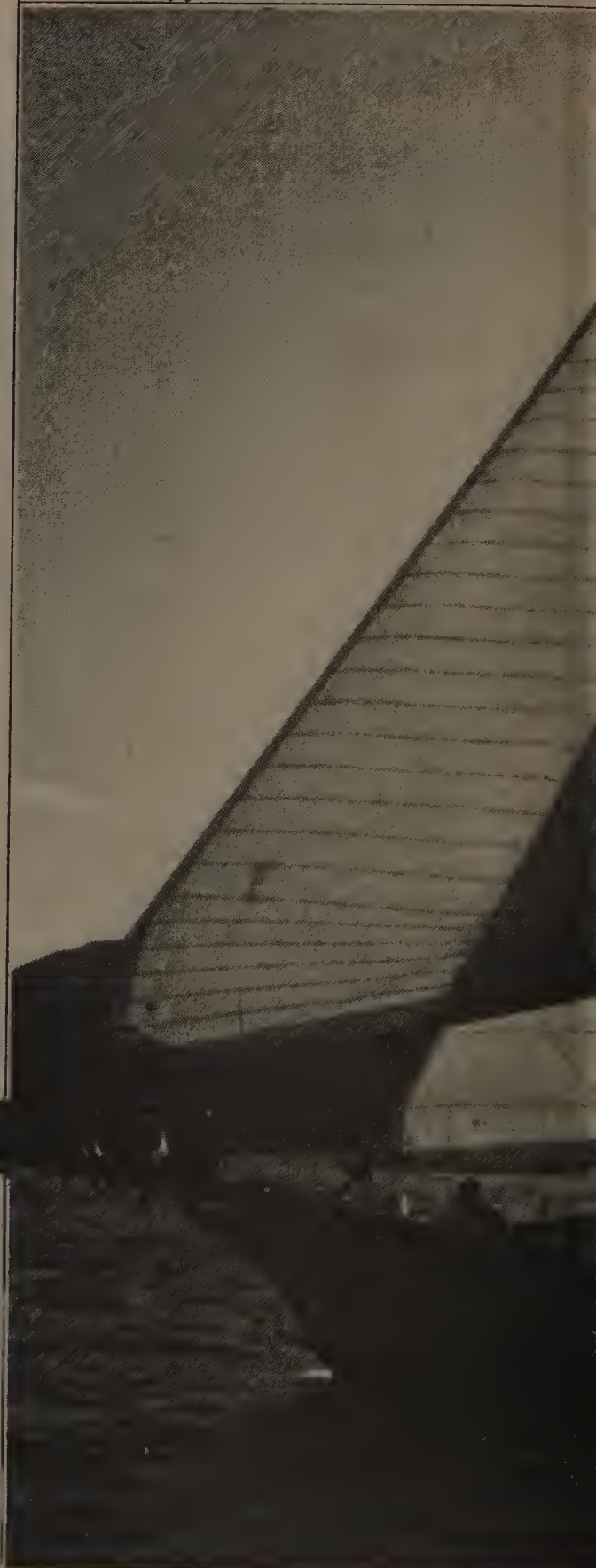
WASHINGTON, D.C. — President Reagan signed a measure in November which would grant marine sanctuary status to both Monterey Bay and Cordell Bank off the Marin County coast by the end of 1989. The Gulf of Farallones and some of the Channel Islands are already part of the ocean sanctuary system. So far, so good? How about Santa Monica Bay, recipient of much of Los Angeles' raw sewage, coming up for consideration as a sanctuary? It's true. What's next: Kesterson Reservoir, the Love Canal? Can anybody out there tell us exactly what "sanctuary" means in governmentese?

HYDE STREET PIER — For a different, and distinctly more nautical, addendum to your holiday celebrating, you might consider spending the early evening hours of December 10 or 18 at Hyde Street Pier in the City (just across from the cable car turnaround). Starting at 6 p.m. on both those nights before Christmas, the San Francisco National Historical Park (formerly the Maritime Museum) will present special holiday programs aboard the old sailing ships *C.A. Thayer* (12/10) and *Balclutha* (12/18). Included are ship tours, hot cider to ward off the cold, chantey sings and cookies. The old salt himself, Santa, has promised an appearance, so don't leave the kids home. No charge for the evenings, but reservations would be appreciated. (Note: *Balclutha* is wheelchair accessible.) To phone them in, or for more information, call Mike Delano at 556-6435.

cont'd on next sightings page

kudos — cont'd

a reef off Haiti on Christmas day because he and his crew had celebrated too hard. (We're going to have to try this one on our wife next time we can't make dinner — "I discovered a new continent this afternoon, dear, and I'll be late because I'm naming it after you...") So mark your calendars now for October 12, 1992. And remember, you read it here first.



short sightings — cont'd

OAKLAND ESTUARY — Theme for this year's Lighted Yacht Parade, scheduled to get underway December 3 at 4:30, is "Children of the World." That's a good description who you should bring to it, too. Or better yet, dress them warm, put them to work decorating your own boat and take part! In addition to a buffet dinner for paradees, there will be entertainment, and 14 different categories of awards, including "Best Nautical Theme" and "Landlubbers Choice." Get there early and check out the classic yacht display. Need to know more? Call Louise at 834-4591.

*Season's
Greetings*

from the crew at Latitude



1988: THE YEAR



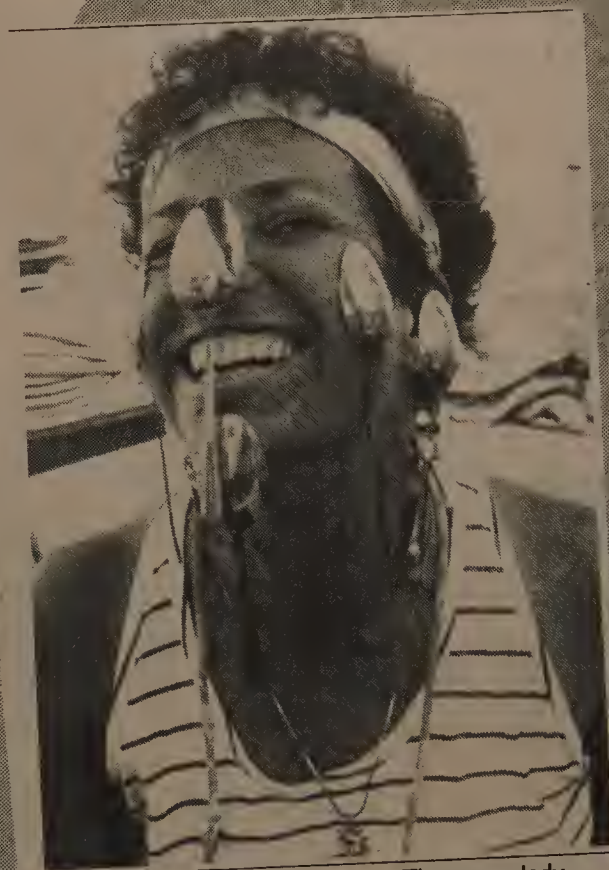
The year's best T-shirt and admirers at the Big Daddy.



At Baja Sail Week, girls just want to have fun.



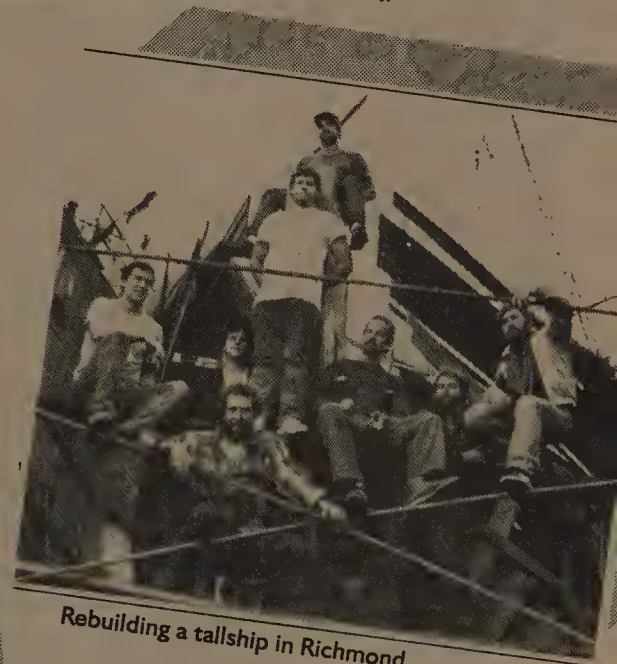
What a year it was for sailors and sailing! In **JANUARY**, San Diego reacts to news that the Kiwi **America's Cup** challenge is legal by declaring they'll defend in a catamaran. It was all downhill from there ... The tallship **Lene Marie** returns to the Bay after an eight year circumnavigation ... The **J/24 Sgt. Schultz** gets one of the wildest spinnaker rides ever seen — and we get it on film ... Environmentalists get **Tributyltin** paint off the market ... And the second of two **huge winter storms** almost wipes Southern California off the map. **FEBRUARY** saw the **Coast Guard** cutting back personnel, patrols and stations after Congress cuts back their 1988 budget \$100 million ... The three-masted schooner **Jacqueline** gets rebuilt before our cameras ... And the Santa Cruz 70 **Citius** pulls the year's first hat trick in one of the closest Manzanillo Races in memory.



The spoon lady.



Why sailors go through a lot of underwear.



Rebuilding a tallship in Richmond.

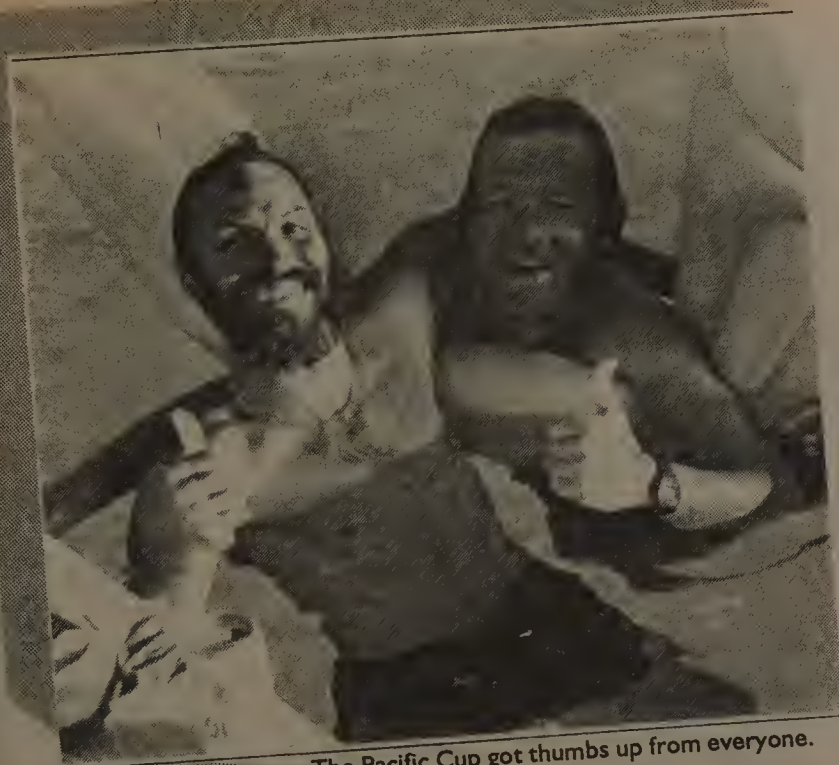
In **MARCH**, Michael Fay launches the huge **New Zealand** in New Zealand, while local sailors greet the Coast Guard's huge **Eagle** on its goodwill visit here ... We learn that to get rid of **blisters** on boats often means you have to get them on your hands ... **Schoonmaker Point Marina** opens, and a nice one it is ... Boatbuilders come and boatbuilders go, but **W.D. Schock** tells us how they've kept on going for 43 years ... We finally find out what Vegemite is, and immediately wish we didn't know. In **APRIL**, the Maritime Museum's centerpiece ship **Balclutha** finally moves to Hyde Street Pier. The move has only been planned since 1954 ... An **oil spill** in Vallejo effects cancellation of the season opening Vallejo Race ... Two **ridiculous Assembly bills**, which would prohibit bottom cleaning and the use of zincs on boats, turn out to be a ploy by the "gang of five" to dethrone speaker Willie Brown. It doesn't work ... And we find out why the **Topsider** is dying and why the **Ensenada Race** never will.

1988: THE YEAR



Racing to Catalina makes people act funny.

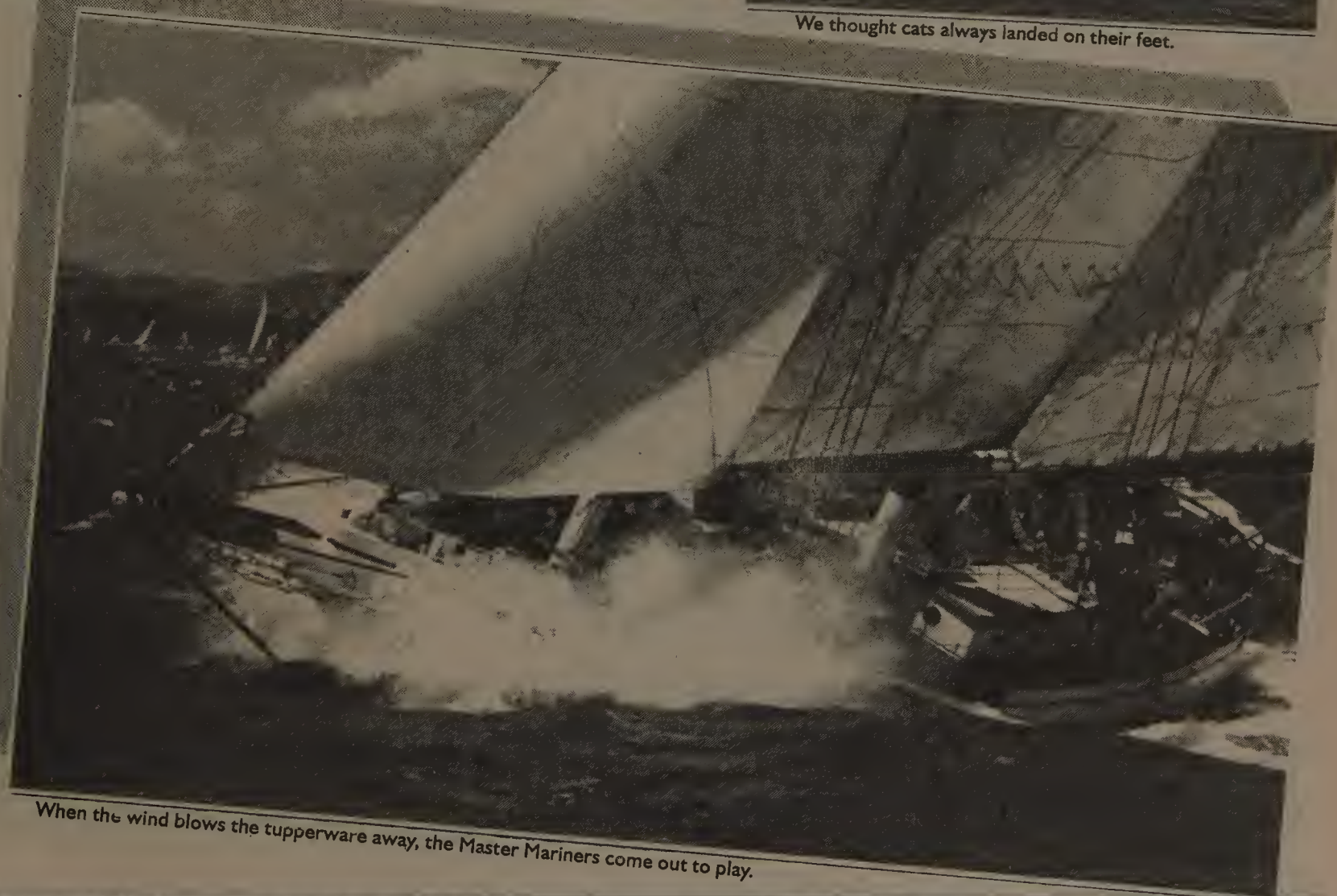
MAY saw the first major bust under **zero tolerance**, which was received by the boating community with only slightly less enthusiasm than the Spanish Inquisition ... On a demonstration run for the muckity-mucks, Dennis Conner flips the latest **Stars & Stripes** catamaran right in front of the San Diego Yacht Club. Oops, sorry guys, I didn't know it was loaded ... We see photographic proof of a **midnight bowman beer bash** atop the South Tower ... **Bob Dickson** gets a much deserved profile and **Max Ebb** kicks the bucket — make that kicks around the idea of a bucket as a head. In **JUNE**, we document the windiest **Master Mariners** ever ... Plans to make **Crissy Field** respectable are announced ... A crew delivering the C&C 43 **Mystery** rescues two fishermen whose boat sunk ... We find out what a **sharpie** and **pareo** are — you sail one and wear the other ... The **Singlehanded TransPac** gets underway from San Francisco at about the same time that the **CSTAR** goes from England across to New England. Two Seattle sailors win the former, two local sailors take first and second in class in the latter.



The Pacific Cup got thumbs up from everyone.



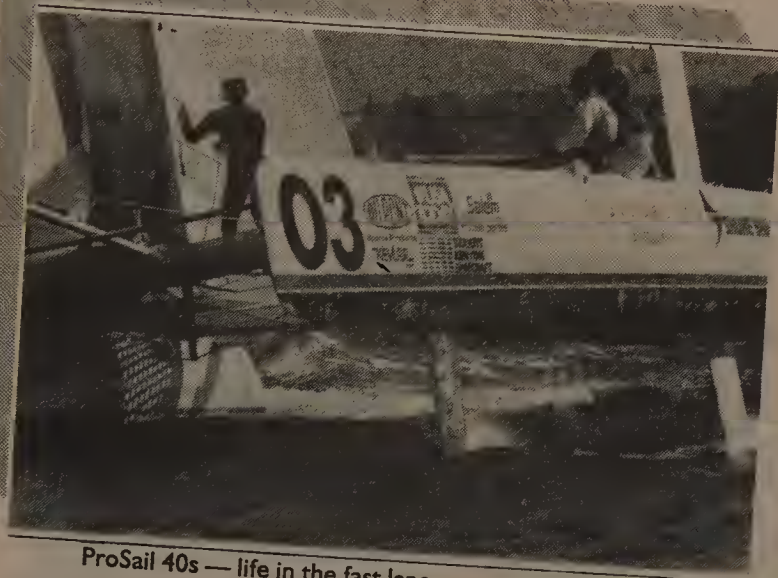
We thought cats always landed on their feet.



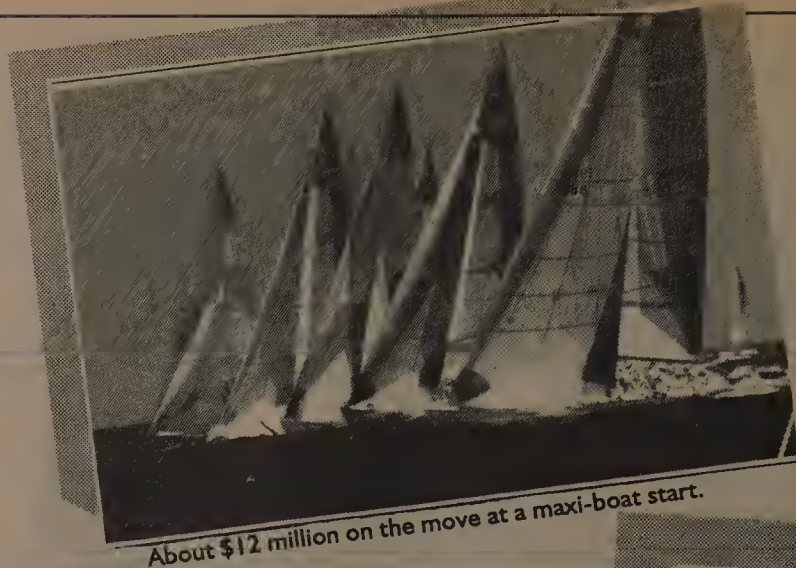
When the wind blows the tupperware away, the Master Mariners come out to play.

In JULY, big events like the **Catalina Race** and **West Marine Pacific Cup** leave the Bay a wasteland for racers. **Blondie**, probably the fastest boat on this coast, goes on to win the former — and just about everything else she entered in '88; a **Westsail 32**, once believed to be one of the slowest boat ever built, wins the latter — we love it ... The feds take over the Maritime Museum, rename it the **S.F. Maritime Park** and throw a bunch of money at the ship preservation programs ... Arlo Nish brings **Saga** home from a second circumnavigation. In AUGUST, diminutive **Kyoko Imakiire** arrives solo and nonstop from Japan on her 33-ft sailboat ... San Francisco attorney Irv Loube's **Bravura** tops a star-studded cast in Hawaii to win class in the Kenwood Cup ... We run the **Mexico Crew List** forms a month late — oops ... So *that's* the reason: the maxis never park at the St. Francis because a sewer pipe crossing the entrance channel 18 feet down makes it too shallow) ... Somebody gets the bright idea of using material dredged from the **Estuary** to bolster **Delta** levies ... And the delayed **Vallejo Race** finally runs.

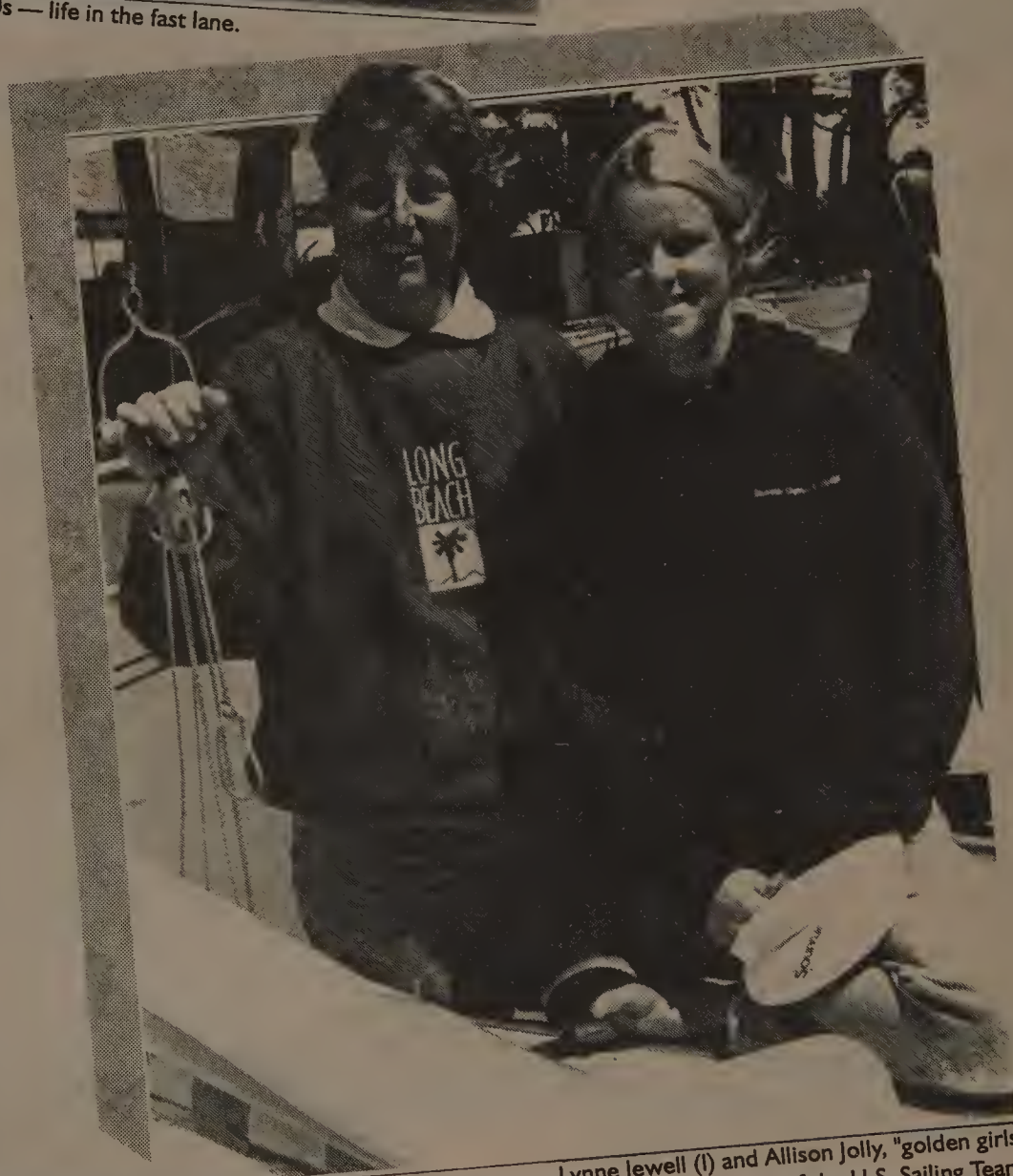
1988: THE YEAR



ProSail 40s — life in the fast lane.

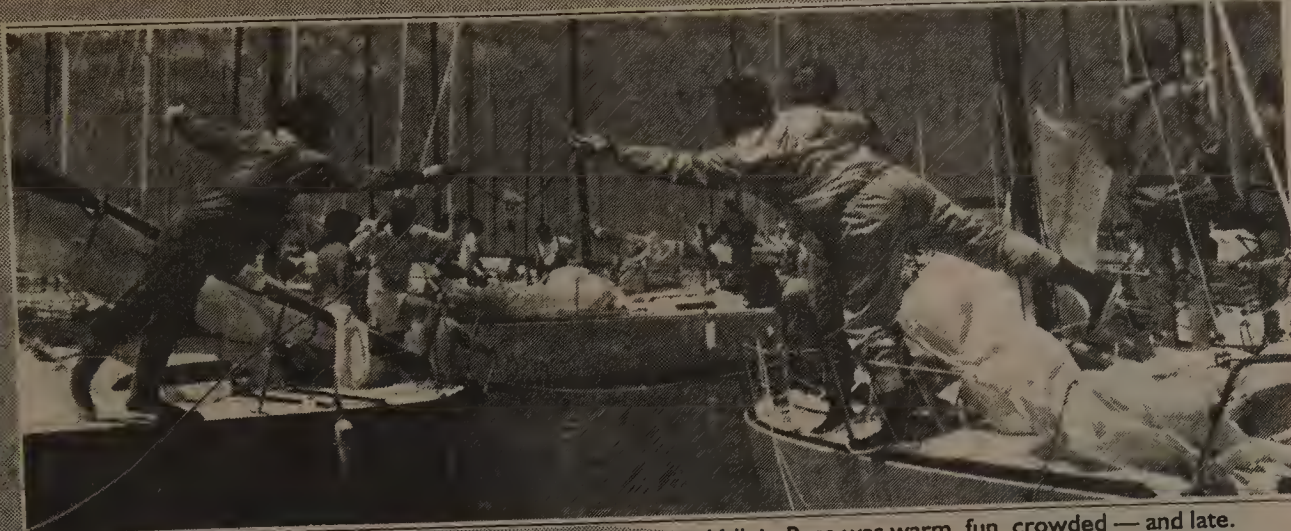


About \$12 million on the move at a maxi-boat start.

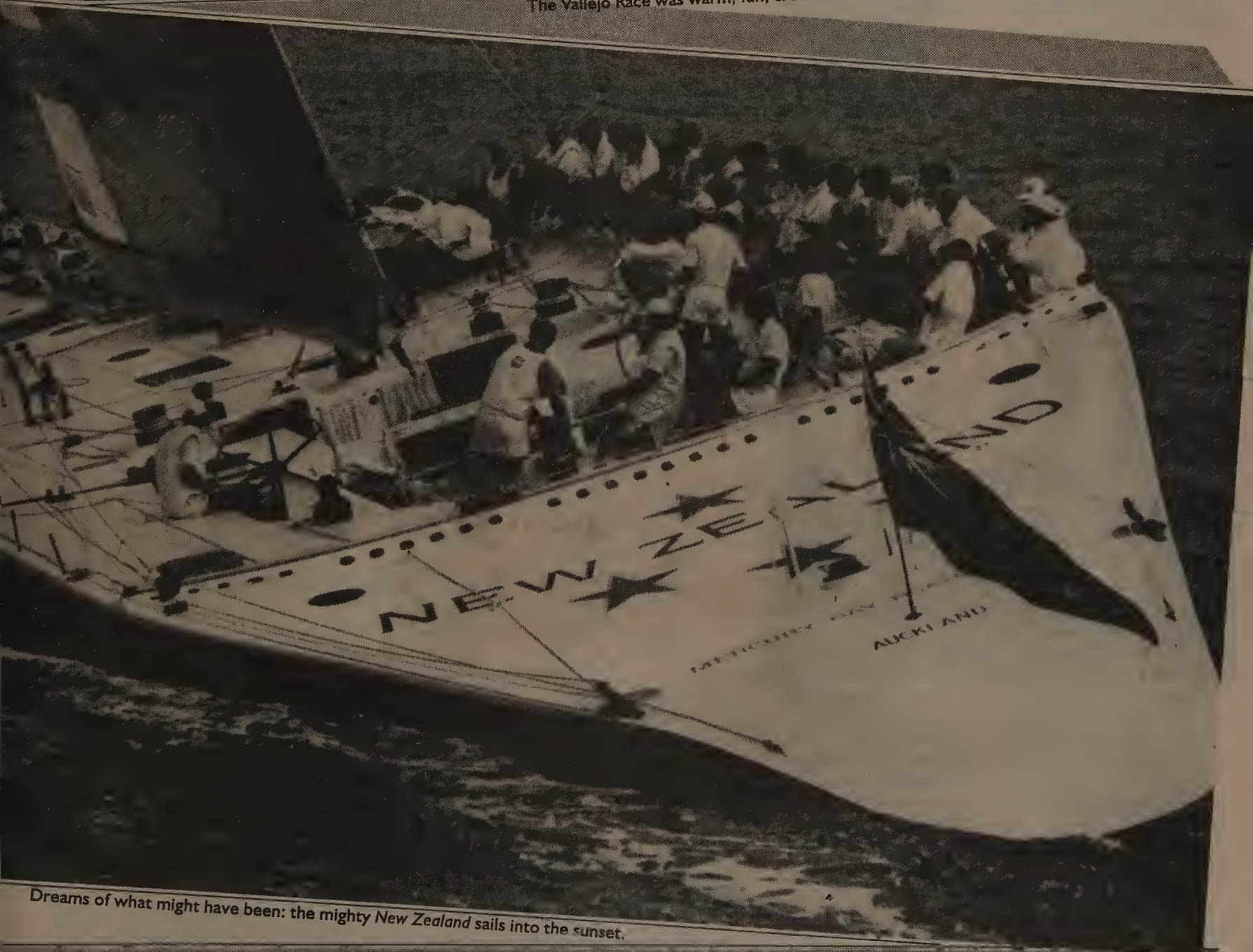


Lynne Jewell (l) and Allison Jolly, "golden girls" of the U.S. Sailing Team.

Sailing hasn't seen a **SEPTEMBER** like this since it was invented. The **U.S. Olympic Sailing Team** wins five medals in Korea, more than any other country in that sport ... And talking about winning a few and losing a few: A few days after Michael Fay's giant **New Zealand** goes down to straight defeats in the America's Cup, his **Propaganda** wins the prestigious **One Ton Worlds** on the Bay ... The return of the maxis makes our **Big Boat Series** one of the biggest ever ... And readers finally meet the **real** Max Ebb. **OCTOBER** had a hard act to follow, but rallied well with the first **professional sailing** event to hit the Bay. It and the wild ProSail 40 multihulls definitely were a hit ... In Locke, the famous **Boat House** burns down ... Used boat prices also hit rock bottom and we examine one of the best "**buyers markets**" ever ... After 10 years of featuring local **season champions**, we suddenly realize they all give most of the credit their crews. Don't any of these guys know how to sail? ... The Polish yacht **Stomil** was detained from entering the Bay due to bureaucratic mixups, and you have no idea how hard it was to not resuscitate those corny old ethnic jokes ...



The Vallejo Race was warm, fun, crowded — and late.



Dreams of what might have been: the mighty New Zealand sails into the sunset.

The best news of **NOVEMBER** had nothing to do with sailing. It was that the damn election was finally over, and with it, the pollution of the airwaves. We spent the month getting used to the return of the rain and standard time, reminiscing about where we were and how we felt on a dark day in Dallas in 1963, and making plans for the holidays — not to mention busting the usual butt to get this and every issue out. Since all we worked on in November is in your hot little hands right now, there's not much sense in reviewing it ... And of course December hasn't happened as we write this, so we'll use this space first to downshift, then to look forward ...

With the big events pretty much over until next year, we finally had time to get going on some back burner projects like **sailing clothes**, the ins and outs of **chartering a sled** and, well, reviewing the year that was. It sure went by quick ... In the next couple of months, look for articles on **surveyors**, behind the scenes with a **race committee**, **trailer sailors**, all our normal features and the always surprising words and pictures **you readers** send in. Have a good year.

SUTTER:

"I retired on nothing," 64-year-old Peter Sutter

months ago, he'd already been cruising the South Pacific for two years aboard *Wild*

the boat in Pago Pago, I spent 5 months in Tonga, 3 months in Fiji, 4 months in New

Australia." During Sutter's brief return to the States, he left his boat in Bundaberg, Australia, about 600 miles north of Sydney.

While Sutter may not have retired with untold wealth, he's able to comfortably afford his simple cruising life. "The Social Security check I get each month is wonderful! In fact, I could live on that alone if I had to."

two months and saw just two other yachts. In the Yasawa Group we didn't see another boat for two months!" As always, the fewer the boats, the lower the cost of living.

What's he do at these remote islands? In places like Fiji and Tonga, he says it's very easy and pleasurable to blend in with the native populations, to "join their families". Sutter isn't fluent in anything but English, but that's hardly been an obstacle. "The language barrier is fun," he says.

Once he's been accepted by the locals, Sutter likes to see if he can't do little things to make their lives a little easier.

For example, the Gilbertese people bought Rambi Island, one of Fiji's North group. Much of their food comes from fishing, which they do from their traditional Micronesian-style 14 to 24-ft sail-powered outrigger canoes. Although surprisingly fast, the hand adzed, 3/16" planked canoes

(which are sewn together and have no caulking) were driven by pitiful sails that were nothing more than flour sacks, paper, rags and anything else that could be sewn together. During a previous trip home, Sutter gathered some old sails from the shop, brought them down to Rambi Island, and set up a sailmaking shop, complete with treadle machines.

"It was the greatest fun ever," he says of his involvement of the project.

Sutter confesses that he's not the normal cruiser. For example, he loves the ocean passages.

"Eighty percent of the cruisers in the South Pacific hate the long passages. I love them! We can be hove to in 40 knots of wind or sailing under the chute on a beautiful day; it doesn't matter to me. I'm not bragging, I just really enjoy it."

It also helps Sutter's finances that he likes to deviate from the South Pacific "Milk Run" and its expensive way-points.

"My bag," he says, "is the more remote places. For example the Lau Group in Fiji. You have to get a permit to go there and it's 250 miles to weather, so not many cruisers make the effort. We were in the Northern Lau group for

Zealand, 5 months back in Tonga once again, 3 months back in Fiji once again, 4 months back in New Zealand again, back to Fiji a third time for 3 months, to Vanuatu for a week, then down the Great Barrier Reef for 2 months to Townsville,

Sutter, 64 and sailor-ly slim.

Spirit, his Tom Wylie-designed, C&B-built, cold molded 36-ft sloop. Since then he's continued hopping all over the far reaches of the South Pacific:

"After returning to

pronounces with a big smile. "I may have a crappy income the rest of my life," he continues, wiggling his finger for emphasis, "but now I'm doing what I always wanted to do!"

What the former Sausalito sailmaker (he sold the business that still carries his name to Howard Macken several years ago) always wanted to do was sail, sail and sail some more. When we last interviewed him 18

"Now I'm doing what I always wanted to do."

More recently, Sutter donated four of *Wild Spirit's* old sails to the biggest Rambi Island canoe ever to be constructed, a 40-footer.

Sutter has also taken great pleasure from showing the people of the North Group how to make sew-together dinghies from one sheet of 4x8-ft plywood. The end result vaguely resembles an El Toro. The total cost is \$100, most of which is for

bondo to make it leak proof. The little boats are used for subsistence fishing. Word has gotten around about Sutter's efforts and he's "been invited all over the Pacific to demonstrate how it's done".

Like all travellers, Sutter is perfectly aware that most of America's discards would be cherished items in less developed countries. Thus he always tries to return to his boat with as many valuable cast-offs as he can. Children's clothes, he notes, are always greatly appreciated. Another time he and members of the St. Francis YC

rounded up 121 American elementary school textbooks that were gathering dust in a warehouse and certain never to be used again. He took them all down to Fiji. "Those books are really the greatest for meaningful gifts," he advises.

Sutter isn't opposed to helping out other yachties, either. A long time ham, Sutter recently passed the test for his Extra Class ticket. Not only does this allow him use of all ham frequencies, but it gives him the authority, along with two other hams, to administer Amateur Radio tests. While in New Zealand, Sutter gave classes to help cruisers obtain their General Class tickets. He's proud to say that all 19 of his students passed with flying colors.

Sutter "loves" his ham radio for a variety of reasons. For example, it's given him the means to contact his crews from the States, such as his son David, Kathleen Jackson of Oregon, Jim McInnis of Santa Rosa, Jim Crawford of



Virginia, David Beatty of Boise and others. And by copying the weather reports given in code, he claims to be able to build more accurate weather maps than are available by weather fax.

During the four years Sutter has spent putting 30,000 miles on his 36-ft sloop's bottom, he has never once felt for his safety at sea. Or, for that matter, ashore. He does recall a minor incident involving several woman cruisers during the second coup in Suva, however. Apparently the women knowingly violated a curfew in order to go shopping at an Indian-owned store. When a bomb was tossed at the store, they were nearly injured. Yachties who kept to their own business have had no trouble in Fiji.

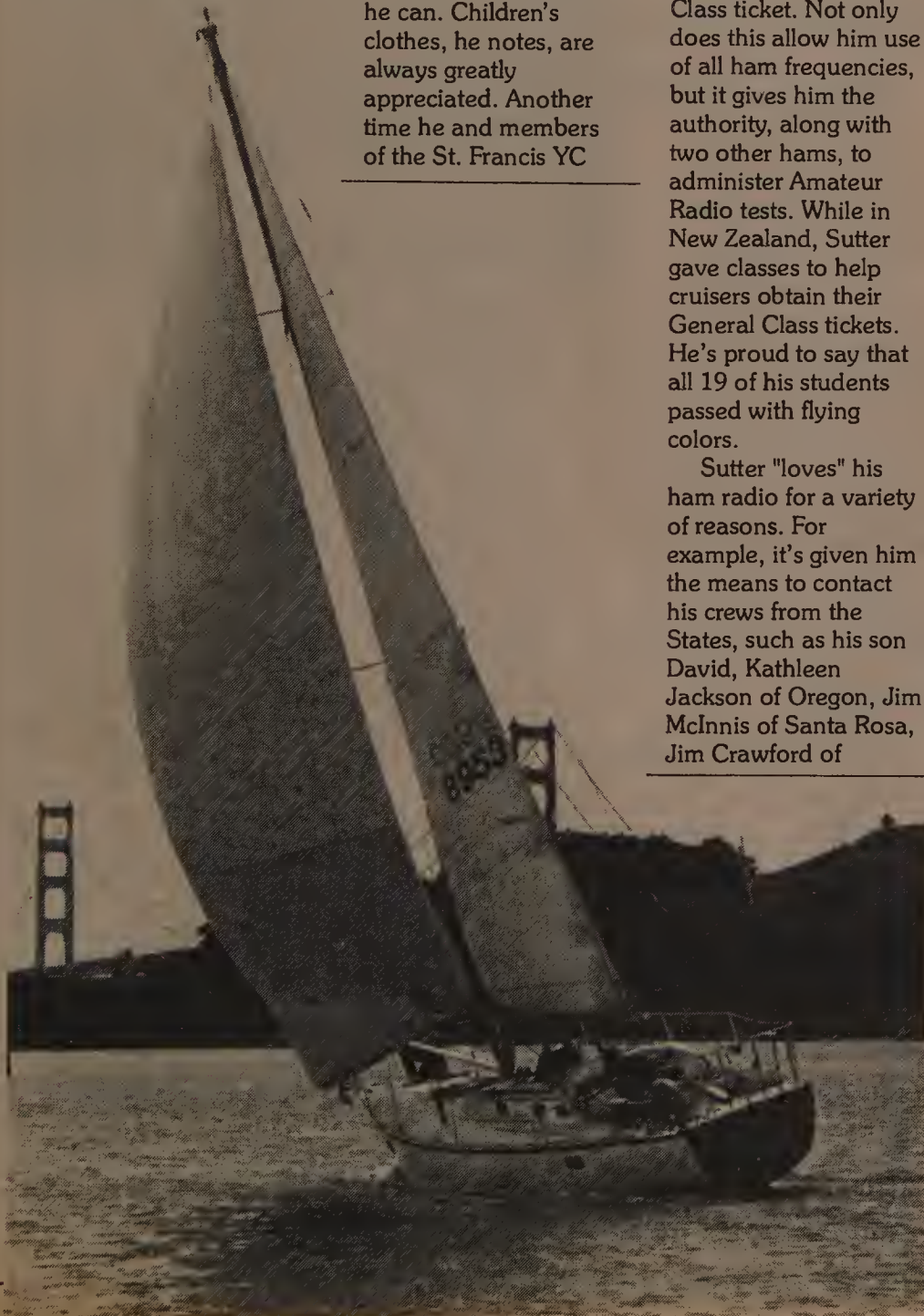
The one place Sutter won't return to is Manila. During a delivery trip of another boat way back in 1980, he almost anchored in a little bay near Corregidor. Fortunately, he didn't. That night a boat that was anchored there was boarded by a group of heavily-armed thieves who took everything, including the boat's anchor and anchor line. This same

The original Sutter Sails logo.

group later boarded a large merchant ship and murdered the captain. "But the rest of the Phillipines are supposed to be just fantastic!" he says.

All in all, the cruising life, though it may be arduous, seems to agree with Sutter. When we had lunch with him a few weeks ago, he looked younger and more fit than he had a few years back. Though a relatively heavy smoker who also enjoys his sundowners, the 64-year old sailor just got a clean bill of health after being poked and prodded by his doctor.

One thousand dollars a month, Sutter figures, is the tab for he and his boat to be cruising. Hauling the boat in New Zealand's Bay of Islands was no bargain. The month-long haulout, with Sutter doing virtually all of the work, came to \$700. He figures he would have run up a similar tab here in the States. A short haulout in Tonga, where he applied his own Woolsey Neptune, came to \$400. Currently Sutter uses TransOceanic bottom paint, made in New Zealand and Australia



Wild Spirit during trials on the Bay.

SUTTER: STILL LOVING IT AT 64

for commercial vessels. He figures he gets at least a year out of it.

Wild Spirit is modestly equipped. She's got the old simple but reliable Swoffer analog knotmeter, a depthsounder and log, an old Walker SatNav, and a Sailor RDF. We at *Latitude* have never been enamored with RDF's, but Sutter says his, a Sestral model equipped with a handheld compass, was very valuable in fog along the California coast. He continues to use it for navigation in the South Pacific. Although his old Adler-Barbor refrigerator continues to keep things cool, it doesn't make ice. Thus he's seriously thinking about going with an engine-driven system.

three batteries in each bank, for a total of 320 amps. Sutter finds that suits his needs.

"The only piece of gear I'd never sell", he says, is his electric windlass, a Nilsson V700 which has never failed. He once again reminded us that he became sold on electric windlasses when delivering *Latitude's* old *Contrary to Ordinary* to Cabo from La Paz. The electric windlass allows him to change anchorages easily, either when the whim strikes him or when ominous weather strongly suggests it. He also notes that the more popular South Pacific anchorages do get crowded. Thus either by necessity or choice, you often find yourself anchoring in

Sutter has been "all over" the South Pacific.

fun at all to crank in by hand. Sutter carries a total of 500 feet of chain and once used all of it and two anchors to ride out the effects of a hurricane in 110 feet of water.

We at *Latitude* have always advised the biggest and fastest dinghy cruisers can carry and afford. Sutter has been content using an Achilles inflatable ("perfect other than having to replace the floorboards") powered by a mere 2 hp Suzuki. One of these days he figures he might power up to a 4 hp.

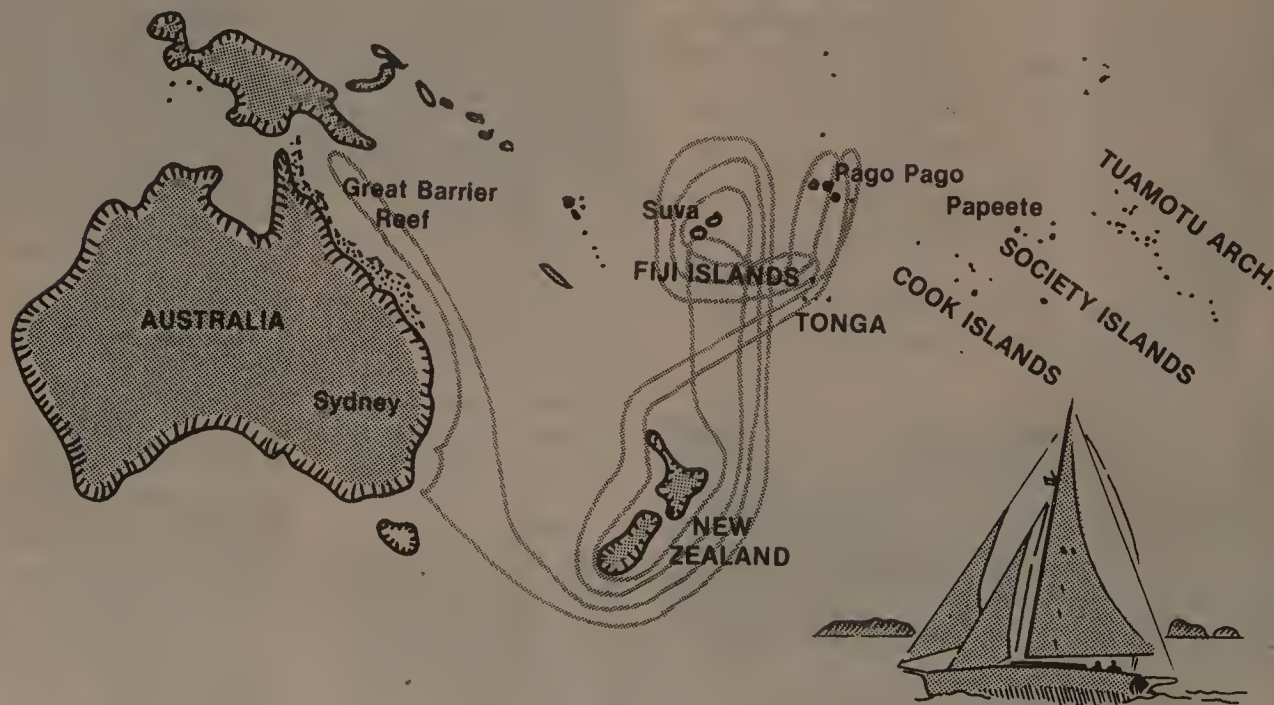
The truth of the matter is that Sutter is pretty content with everything about his life right now. "Hell no!" is his answer to whether four years have tired him of the cruising life. He says



Banged by countless native canoes, *Spirit's* hull is no longer glossy.

derogatory in any way, he described his experience giving the Yachtman's Luncheon lecture recently at the St. Francis YC, where he is a member. Many of the gentlemen in the audience seemed excited and envious of Sutter's adventures. But maybe it was just temporal. "When I got out in the parking lot after lunch," Sutter remembers, "I saw them all get into their cars, pick up their phones, and start working on their next million." Peter doesn't have anything against it, he'd just prefer being back cruising the Pacific and teaching the locals how to build \$100 fishing prams. After all, it's what he always wanted to do.

— *latitude*

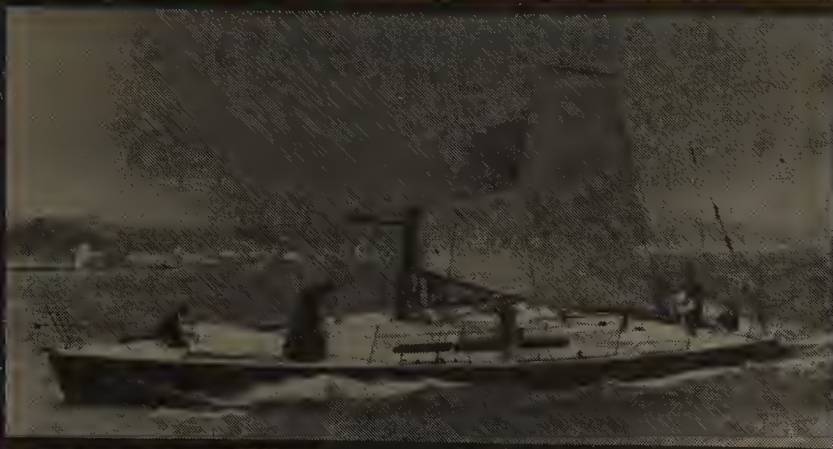


His 36-ft boat has two banks of batteries, with

60 to 90 feet of water and putting out several hundred feet of chain. Chain that would be no

it's nice to come home every so often, but his

old friends seem to be in a different place. Not meaning to be



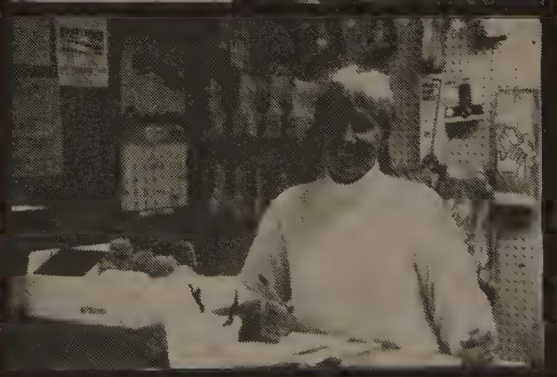
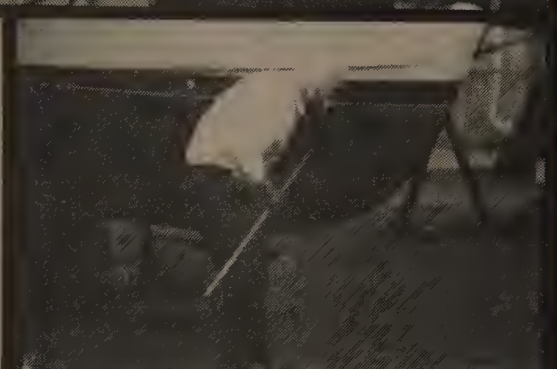
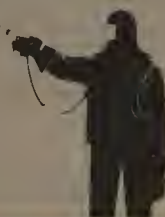
Happy Holidays from Nelson's Marine

1988 has been a great year and we're proud of the work we've done for all our customers, old and new. We've been doing all kinds of work from keel replacement, new boat commissioning, fiberglass repair, bottom painting and expert blister repair. We've added new docks, a brand new store and expanded our services. We hope you enjoy the holiday season and look forward to seeing you all on the water.

If you've made a list and checked it twice, bring it to Nelson's. **Remember, free Lay Days on Rain Days.**

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CABO VIA GUADALUPE.

Quick, name some things that are really slow. Grass growing? Paint drying? Molasses in January? Orthodontia? Pee Wee Herman's love life? The express lane at the supermarket? Well, add to the list the Los Angeles Yacht Club's Cabo San Lucas via Guadalupe Island Race, which is batting 0 for 2 in terms of wind and excitement.

Not that the second biennial running of the 876-mile race — which left Los Angeles under overcast skies at noon on Saturday, November 5 — didn't have some redeeming qualities, such as offering an excuse for not voting for the Wimp or the Shrimp. And after all, to paraphrase the tired fishing slogan, "The worst day sailing in a Mexico race is better than the best day at the office." But no one, including us, thought that it could ever take longer than the excruciatingly slow inaugural race two years ago, when *Cheetah* crawled into Cabo after exactly five days at sea.

But it did. *Blondie*, Pat Farrah's invincible Santa Cruz 70, was the first to limp across the finish line off the beachfront Solmar Hotel in Cabo. She came in at cocktail hour on Thursday, November 10, four and a half hours off



Above, Pat Farrah did it again. Spread, *Blondie* heading for the finish line off Cabo.

Cheetah's tenuous record — *Blondie* came-from-behind victory — she simply ground down the leader, once again Dick Pennington and Phil Murray's *Ch...* after the turning mark of Guadalupe — solidified her reputation as the toast of the sledding fleet. For the "Aga Farrah", the IOR hat trick (first to finish, first in class and first in fleet) was a fitting finale to a stellar season, one that included record breaking runs in the Catalina Race and Santa Barbara-King Harbor Race; wins at MEXORC, Cal Cup and the Ahmanson Cup; a second in the Manzanillo Race and who knows what else.

Silver Bullet, John DeLaura's new SC 70, proved fast off the shelf in her debut, finishing some 20 minutes behind *Blondie*. Eleven other ULDB 70-raters finished in the next few hours, and right in the middle of them was Dick and Camille Daniels' MacGregor 65 *Joss*, which annihilated the PHRF division overall. *Joss* has won its share of ocean races — and still holds the course record in the Puerto Vallarta Race — but, in Camille's words, "This is our first 'broom'; it was great to arrive with the 'real' boats!"

CREEPING TO THE CAPE

"I'd never seen a bleaker weather before a race in my life," claimed *Jano's* Commodore Tompkins, who did his homework by visiting the National Weather Bureau in L.A. just prior to the race. "There was a weak high off Baja, and no visible low. I figured we'd be out there forever!" Those who scouted the course the day before from a private plane rented by Farrah, Daniels and *Mongoose's* Paul Simonsen, agreed: "There wasn't much wind anywhere, and it was flat as a pancake at Guadalupe," claimed *Blondie* watch captain Mike Elias. "There was a hole for 30 miles in the lee of the island."

Of course, the fleet — 21 boats in two IOR classes and 15 boats in three PHRF classes — sailed off into the grey abyss anyway, beating upwind in under five knots of breeze. Roll call the next day wasn't a pretty picture — the farthest anyone went in the first 18 hours was about 45 miles. "At one point our computer said our ETA in Cabo was a little over three weeks away at the speed we'd been making," laughed *Pandemonium's* Des McCallum, "I had to turn the bloody thing off!"



CABO VIA GUADALUPE:

The fluky going made for strange bedfellows: *Morningstar*, Larry Doane's Express 37, found themselves beside *Merlin* the next morning. *Chicken Lips*, the smallest boat in the race, actually passed *Joss* on the second day, causing the *Joss* crew to briefly flirt with the idea of ritualistic suicide. The wind finally picked up briefly on the second day, allowing the sleds to stretch their legs.

The big guys passed Guadalupe, a desolate 20-mile long rockpile some 300 miles from L.A. and 150 miles off the coast of Mexico, during Monday night, most leaving it a healthy 20 or 30 miles to port. A few, notably *Cheetah*, cut close by the island and got shot down the face of it in a favorable current. "We came away from Guadalupe looking good," said Phil Murray, "Later, we sailed in too close to Lazaro. But basically, *Blondie* just waterlined us."

The rest of the fleet didn't pass Guadalupe until the third day. But don't feel too badly for the little guys: *Morningstar*, for one, went close enough to the island to score lobsters from two Mexican fishermen in a *panga*. "We got four lobsters for only half a pint of brandy," said Steven Badell, "We weren't sure if that constituted 'outside assistance', but it was too good to pass up!"

Meanwhile, many boats were fishing: Bill Mais of the recently refurbished SC 50 *Ralphie* (ex-*Upbeat*, ex-*Shandu*, ex-*Firebird*) reported catching six yellow fin tuna, one of which weighed in at 25 pounds. Dave Kitchens, sailing on the Swan 46 *Bandit*, caught a large dorado, which was devoured teriyaki style. The *Bandit* crew, incidentally, was one of several boats with



Perrier watermaker!" — listened to lots of music, though the crew was pretty divided in its musical taste: "It was *Hooked on Classics* vs. Jimmy Buffet," says Robin.

Some boats actually encountered hardships: "squid attacks" were common, necessitating cleaning up inky goo off the decks...A bird got below on *Wolfpack* and pooped all over Claudia Wainer's bunk and comforter... On *Dare*, they ran out of cooking gas on the third day out. "But our chicken casserole tasted just fine as chicken salad," joked owner Walt Beck, the man behind the Martec prop... *Miramar* apparently ran low on fuel, and dropped out north of Turtle Bay; *Blade Runner*, the Express 37, got discouraged and threw in the towel even before Guadalupe... On

Spinner approaching the finish after seven days... anyone for a margarita or a cold *cerveza*?

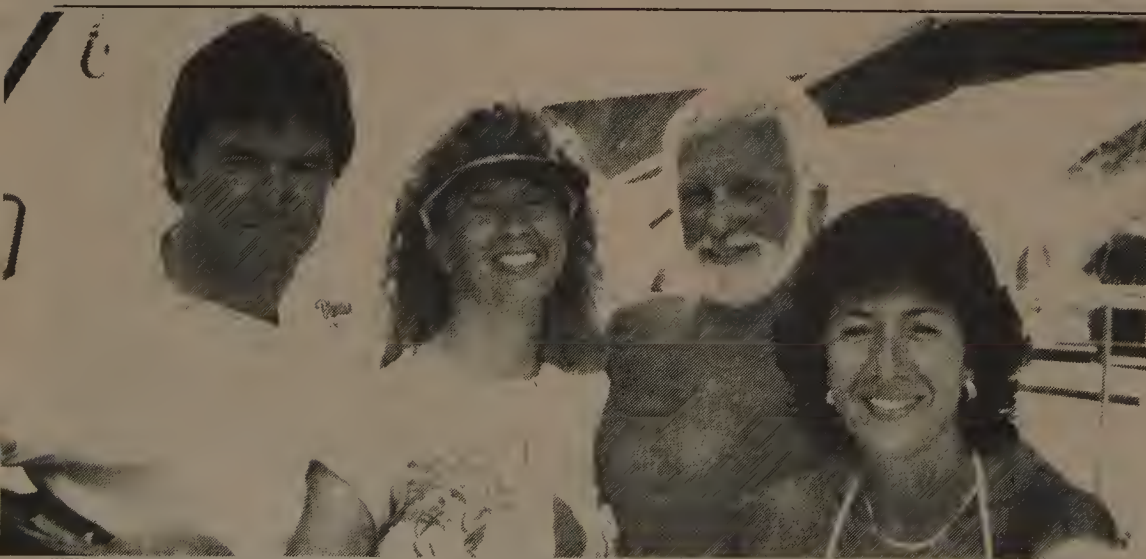
dead, our water tanks leaked into the bilge... we didn't know where the hell we were. We were lucky to make it!" said crewmember Sid Blinder.

But the most hair-raising trip down Baja was taking place on land about the same time: Zack Zorn, who operates Racers Freight, was hauling the fleet's cruising gear down to Cabo when his truck lost a wheel and flipped some 60 miles south of Ensenada. Everything eventually worked out, but that's another story...

Halfway from Guadalupe to the Cape, the wind filled in from behind and things finally began resembling a Mexican Race. Shirts came off for the first time as the sky cleared; 3/4 ounce spinnakers replaced 1/2 ones and dazy staysails; poles were pulled back; and *cervezas* were served.

"The last day was as good as it gets; it makes you forget the earlier stuff," said Dave Fain, whose chartered *Swiftsure III* passed half a dozen sleds on the last day by staying well offshore. The headstay reach end-around approach netted Fain — who had Steve Baumhoff, Chris Corlett, Denny Gruidl, and Greg Paxton aboard — a third place trophy in his maiden sled voyage. The only other Northern California boat to pick up a trophy was Rolfe and Julie Croker's SC 50 *Hana Ho*, which was sailed aggressively by Jeff Madrigali, Mark Rudiger and the rest of their regulars to first in PHRF-B and second overall in PHRF.

The last boat to finish, Dave Gray's 15-year-old Ericson 37 *Tsunami* finished at



VCRs aboard: their favorite movies were *The Color of Money*, *Ruthless People*, *Beverly Hills Cop*, and *The Big Chill*.

Other boats, such as the Swan 57 *Flyer* — which crewmember Robin Sodaro insisted was "so elegant that we had a

Winners all: (l-to-r) *Blondie*'s Mike Elias, his wife Linda — who sailed on *Joss* — and Dick and Camille Daniels, owners of *Joss*.

Dennis D'Alessio recently picked up for a song in a bank repo, just about everything broke or went wrong. "The batteries went

ALL PHOTOS LATITUDE/ROB

their usual eight ("Everyone wanted to go this time, so why not?" said Pat) sailed brilliantly. Some say that they won before they left the dock, as Farrah's crew was enough to make any owner in the fleet drool with envy. Watch captains were Mark Wilson and Mike Elias; Dale Nordin navigated; the crew was John Jourdane, Dennis Durgan, Ron Love, Mike Pentacost, Pete Frazier, Alan Vaught, and Pat's son Mike — as talented a bunch that ever rode a sled together.

having to stop four times and back down to "de-kelp" their bulb keel. *Joss*, which means "karma" in Chinese, sailed with a crew of four women and six men, most of whom seemed to be related somehow: in addition to Dick and Camille Daniels, the crew included their two sons, Mark and Craig, and their daughter-in-law, Ellen Burton.

But as races go, this year's tame Cabo via Guadalupe contest could be described as "tactical" at best — kind of like saying a plain looking blind date has a nice personality, we suppose. Not that the LAYC didn't do a great job — half their yacht

Flt	Overall	Class	Boat	Type	Owner	YC	Corr. Finish
A	1	1	<i>Blondie</i>	Santa Cruz 70	Pat Farrah	LBYC	116.655
A	2	2	<i>Silver Bullet</i>	Santa Cruz 70	John DeLaura	Waikiki	116.817
A	3	3	<i>Swiftsure III</i>	N/M 68	Fain/Freedman	BYC	117.315
A	4	4	<i>Cheetah</i>	Peterson 66	Murray/Pennington	LBYC	117.662
A	5	5	<i>Cheval</i>	N/M 68	Hal Ward	CYC	117.866
A	6	6	<i>Mongoose II</i>	Santa Cruz 70	Paul Simonsen	SIFYC	118.008
A	7	7	<i>Pyewacket</i>	N/M 68	Roy Disney	LAYC	118.000
A	9	8	<i>Drumbeat</i>	Santa Cruz 70	B. & D. Ayres	NHYC	118.250
A	10	9	<i>Hotel Calif.</i>	Santa Cruz 70	Antonio Elias	Acapulco	118.390
A	11	10	<i>Citius</i>	Santa Cruz 70	Bill Wilson	LAYC	118.747
A	12	11	<i>Pandemonium</i>	N/M 66	Des McCallum	SIFYC	119.491
A	13	12	<i>Merlin</i>	Lee 67	Joseph Jaconi	CBYC	120.087
A	14	13	<i>Maverick</i>	N/M 68	Les Crouch	KKYC	120.087
B	8	1	<i>Winterhawk</i>	Farr 68	Hal Day	BCYC	120.387
B	15	2	<i>Jano</i>	Frers 43	R. & M. Kahn	CYC	130.898
B	16	3	<i>Chicken Lips</i>	Andrews 36	Bruce Anderson	SYC-LB	131.494
B	17	4	<i>Liquid Sky</i>	J/41	Bob Brockhoff	SOYC	132.696
B	18	5	<i>Rambunctious</i>	Olsen 40	Mike Campbell	LBYC	135.594
B	19	6	<i>Wolf Pack</i>	Peterson 48	John Carroll	CYC	135.733
B	21	8	<i>Miramar</i>	Custom 79	John Scripps	SDYC	DNF

PHRF	Overall	Class	Boat	Type	Owner	YC	Corr. Finish
A	1	1	<i>Joss</i>	MacGregor 65	D. & C. Daniels	LBYC	134.150
A	6	2	<i>Blacksilver</i>	Choate 58	Steve Steiner	LBYC	148.201
A	8	3	<i>Shenanigan</i>	MacGregor 65	John Grindley	CbBYC	150.601
A	12	4	<i>Dare</i>	Martec 60	Walter Beck	LAYC	153.902
A	15	5	<i>Kialoa II</i>	S&S 73	Frank Robben	IYC	162.499
B	2	1	<i>Hana Ho</i>	Santa Cruz 50	Rolfe Croker	SIFYC	144.587
B	7	2	<i>Ralphie</i>	Santa Cruz 50	Davis Pillsbury	NHYC	148.308
B	10	3	<i>Olipango</i>	Santa Cruz 50	David Turner	LAYC	151.886
B	14	4	<i>Salty Dog</i>	Gotex 47	Dennis D'Alessio	CYC	156.479
C	3	1	<i>Gitane</i>	Columbia 52	Ron Ricker	SBYRC	145.753
C	4	2	<i>Flyer</i>	Swan 57	Richard Long	CYC	146.743
C	5	3	<i>Morningstar</i>	Express 37	Larry Doane	SIFYC	147.920
C	9	4	<i>Tsunami</i>	Ericson 37	David Gray	VYC	151.249
C	11	5	<i>Bandit</i>	Swan 46	W. Rosendale	BOYC	153.325
C	13	6	<i>Spinner</i>	Holland 43	Ed Brady	LAYC	154.297
C	19	8	<i>Blade Runner</i>	Express 37	Michael Shlens	KHYC	DNF

Likewise, *Joss*, which finished 18 hours ahead of her sistership *Shenanigan*, was pushed hard. Her crew traded jibes with *Hotel California*, which was under charter to a group of Mexican businessmen from Acapulco, all the way down despite

club participated in making this a smooth event — or that Cabo itself isn't still one of the loveliest race destinations in the world.

Let's just hope the third one's a charm.

— latitude/rkm

4 o'clock Saturday afternoon, just in time to make that night's awards banquet and firework show. They missed the other parties and that afternoon's small (three sleds) but fun Governor's Cup (*Blondie*, sailing with about 40 people, won that one, too). "They should start the smaller boats a day ahead of the sleds like the Long Beach Cabo Race," maintains Gray, who nonetheless enjoyed his first Mexican race.

Another suggestion we heard frequently was to get rid of the Guadalupe turning mark. "It'd be a neat race if there was ever any wind," said *Blondie's* Elias, "Maybe they should try it one more time, and then get rid of that damned island if



the same thing happens. Strike three and you're out!" Others felt the 652-mile handicap distance was a bit low, and favored the big boats too much. "When was the last time a sled didn't win a Mexican Race?" wondered Carl Schumacher.

Still, weather and handicapping notwithstanding, the most skillful sailors prevailed: *Blondie*, with 11 crew instead of

SAILING CLOTHES

Being a shameless packrat with an all-American Mom can be burdensome. We speak from personal experience. All-American moms, as we all know, learn in mother boot camp to never let a birthday or holiday go by without supplying their children — no matter what age — with clothes, whether or not we need, want or like them. As a result, we're set for white undershirts until the 22nd century, and have a closetful of bizarre ties, which we don't wear anyway, and assorted shirts that we wouldn't be caught dead in. A logical person would exchange them for something he did want, or simply drop them off at Goodwill. Packrats aren't logical, especially when it concerns a gift from their own mom.

But we can be creative. We got the bright idea a few years ago of turning this state of affairs to our advantage. Curbing Mom's compulsion, bless her heart, was as out of the question as altering her stuck-in-the-'60s style sense. But if she *had* to get us clothes, we could at least request that they be functional. The seed of this idea sprouted one day when we realized there wasn't enough duct tape on the planet to squeeze another year of use out of our old foulies. You know, the type you can stay drier by *not* wearing...?

Anyway, we started with an appeal to her maternal instincts, explaining how quality cold-weather gear would substantially reduce the risk that her first-born would contract pneumonia every time he went out for a little fun on the Bay. We went on to explain how much more efficient the new synthetics are than natural fibers like wool and cotton. We delved only lightly into the layering principle, wherein one can easily add or subtract layers to reach just the right comfort level — Mom never was into math. Then we dropped a few brand names and waited.

"The sales lady said everybody is wearing these."

It didn't work. The next birthday, it was more underwear and another pair of "the sales lady says everybody is wearing these" pants. Thanks, Mom. We're sure bell bottoms will be in again soon. On the way home, we stopped, swallowed hard — they

ain't cheap — and bought our own set of sailing duds.

We've been through a few updates and additions since then, and they've been worth every dime. They work great and have lasted well. And though Mom won't take the hint, they really do make terrific Christmas gifts for crew, friends or family

members who enjoy the world's best sport: sailing.

As far as physical comfort, the primary goals of any local sailor are to keep warm enough and dry enough to enjoy, rather than endure, a day on the



— A DRY

IDEA

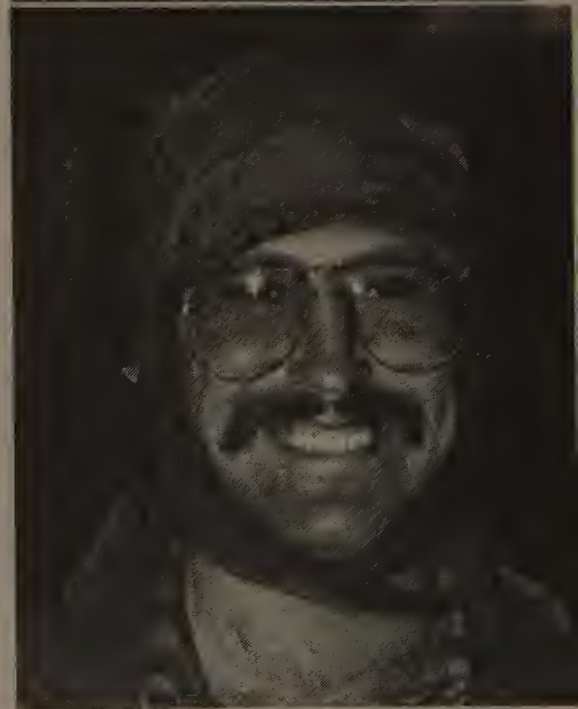
**YES—WE HAVE FOUL
WEATHER CLOTHING—
FOR KIDS' YOUNG PEOPLE**

**WET KIDS ARE NOT FUN
DRY KIDS EAT LESS
WET KIDS ARE CRABBY
DRY KIDS SHUT UP & HELP OUT
MAKE YOUR KIDS DRY KIDS**

Signs of the times.

as quickly as in the "good old days."

It's hard not to draw women into the correlation, too. Sure, there have always been good women sailors, but the explosion of female participation — again, in the last 10 years or so — can hardly have been because they only recently discovered the sport. If clothing did help catalyze that participation, then new styles and colors are bound to draw even more of the fair sex out on the water, and that can't help but be good for sailing, too. Finally, we've heard it said more than once, and even uttered it ourselves: If they had gear like this when we were kids, we would have a lot more sailing miles under our belts than we do.



The ORCA hat. It won't impress the ladies but it will impress you.

Layer I

As mentioned, polypropylene or capilene underwear comes in the traditional "long john" styling. The difference between polypro and capilene is that the former is a

Bay. (You'd be surprised how many people we meet who tried sailing once, and were so cold and miserable they never went back.) Flotation is nice, too, though most of us macho brutes prefer to trade better mobility for the added bulk of a PFD — unless it's really hairy. People used to keep warm by laying on mounds of flannel,

wool or sweat shirts, then jackets and jeans over wool or thick cotton long johns. Cover it all up with what today amounts to a hardware-store rain suit and you were all set — until you hit the first wave.

The strides made in cold weather/keep-dry clothing in the last decade or so are nothing short of astounding. Synthetic weaves of polypropylene, capilene, polyester and their derivatives are to the "traditional" wools and goosedown jackets what compact discs are to LPs: the synthetics have totally eclipsed the natural blends in terms of efficient waterproofing and temperature regulation. Unlike the natural fibers, they'll continue to warm you if you do get wet, and then "wick" moisture away, accelerating the drying process.

The modern layering concept, rather

Rugged individualism
goes only
so far when
you've lost all
feeling in your ears.

than involving four or five haphazard layers as in the past (and having no relation to the current fashion trend) has become "standardized" at three: an undergarment of polypro or capilene long johns; a medium layer of woven polyester (or polyester-lined) pants and vest/jacket; and an outer layer of foul weather gear. The inner layers keep you warm; the outer keeps you dry. The beauty of layering is that if you get too warm, you simply start removing layers until you're comfortable. Not warm enough? Add a extra polyester jacket to the inner layers — you get the picture.

There's no doubt in our minds that the advances in sailing clothing have led to more enjoyment of sailing which, after all, is what it's all about. Hey, we enjoy it more, our wife enjoys it more, our kid enjoys it more, and our guests, well, their teeth still chatter sometimes. If they don't BYOF (bring your own foulies), they have to use our old, leaky ones. Can't afford to clothe everybody. What's even better, we enjoy it longer than we used to, since the cold doesn't drain our strength or stamina

Some possibilities (l to r): Henri Lloyd foul weather gear with integral harness; polyester pile "baby bag" by Patagonia; West Marine "economy" foulies; Patagonia pile pant with Chuck Roast nylon-shell pile jacket. Throw that kid below and let's go sailing!

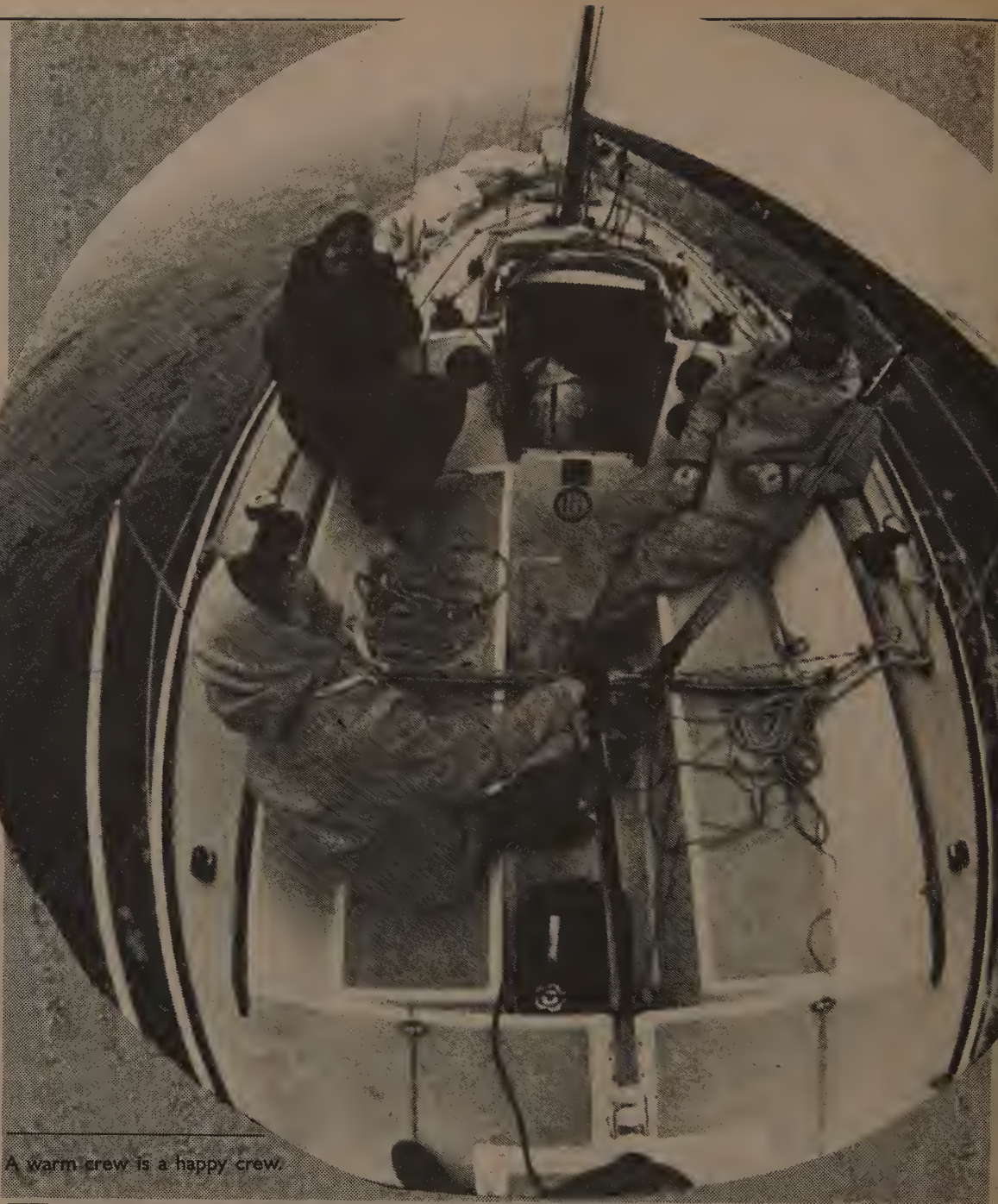


SAILING CLOTHES

petroleum product; the latter is not. While they look, feel and work the same, the manufacturer claims capilene doesn't retain body odor like polypro sometimes does — even after washing — and it's less likely to cause an allergic reaction. Allergies, in the form of redness and itching, are not common, but some people can't wear polypro because of them. If you or the one you're buying for is one of them, you might try capilene. Polypro can also be had in a cotton blend that's said not to irritate.

The "wicking" action of polypro, capilene and polyester pile is the key to their amazing efficiency. It works a lot like the wick of a kerosene lantern, hence the term. In that device, the heat of evaporation caused by the flame makes kerosene in the tank migrate up the wick. In synthetic clothing, the heat of your body causes moisture, be it sweat or water, to migrate away from your skin, into and through the fabric to evaporate. It sounds weird, but it works fantastically. A few years ago, while wearing polyester pants and jacket over polypro underwear, we went for an unplanned, pre-summer swim in the chilly Delta water. As we climbed back onto the boat, mentally prepared for the soul-numbing cold usually associated with such a dip, we were amazed to feel warm, then dry, within seconds. Of course, the garments stayed wet for a while, but they didn't let that cooling dampness touch the skin. Try that with Levis and a sweatshirt sometime.

Sets (tops and bottoms) come in various light, medium and heavy weaves. Unless you plan retracing Admiral Byrd's Antarctic voyage, don't buy the heavy ones. The lightweight gear is likewise a bit too light for the Bay, as well as a bit fragile to hold up to repeated use. We recommend going with the medium stuff, which is perfect for year-round conditions in the Bay Area. A set will cost about \$55



A warm crew is a happy crew.

catchy names for the same stuff to their particular cloth) — have the important wicking property. Nylon, for example, does not, though it's also a synthetic.

Almost any natural or synthetic fiber made into a jacket will keep you warm on land. But when you introduce the spray, rain, sweat and spilled beer of the marine environment, wicking is the only thing that will keep you warm and comparatively dry. As we all know by now, once wet, most other types of clothing actually draw body heat out rather than keep it in. The shells or intermediate linings of sailing clothes can be made of anything, but if the main body of the thing is not polypro, capilene or polyester, it won't do the job.

Layer II

The second or "middle" layer is where you really tailor your clothing to your personal thermometer. Though intended to be worn over a polypro/capilene base, polyester-based pants, vests and jackets also work well over street clothes or next to bare skin.

These days, polyester-based garments

also make a fashion statement. The jackets in their various incarnations are standard issue for sailors these days, both on and off the water. The most popular come with a nylon shell in contrasting color to suit any male or female taste. These jackets are tough, comfortable, warm and, what the heck, show nonsailors what rugged



Boat logos on gift jackets are a popular crew gift. It costs a few hundred to make the design, but only \$5 a jacket thereafter.

and should fit snugly, but not tight.

By the way, it's important to note that only polypro, capilene and polyester — and weaves made from them (many manufacturers confuse matters by giving



Left, high-top High Seas boot. Right, the Douglas Gill dinghy boot. They're both popular designs.

individualists we are. Moccasin deck shoes used to do the same thing, but everybody wears those now.

Whether the reason is the result of that identification, how well they work or a

little of both, sailing jackets are probably the single most plentiful, widely copied and best-selling clothing item made for sailors these days. We've even seen them on the rack at Sears.

They are also most widely divergent item in price. Remember, no matter what the color, cut or material of the shell, one medium-weight polyester jacket (the most popular) is going to warm you just the same as another. Yet where almost everybody retails their coats in the \$50 to \$65 range, Patagonia coats fetch a whopping \$125! Patagonia makes excellent clothing, don't get us wrong, and they are without a doubt among the leaders in the fields of innovation and style, but personally we'll take price over prestige any day. If you feel the same, shop around.

As mentioned, this is a "creative" layer. If you like to go partyline, look at Musto's "integrated system" of undergarments, middle layer and foulies. It makes selection as easy as picking the right size. Patagonia, on the other hand, offers a blizzard of different styles and colors of shelled or non-shelled jackets, vests and pants for their middle layer. These all come in their patented "Synchilla" weave, which resists the "pilling" common to these types of garments. Incidentally, pilling does not affect heat retention or wicking action. Oh, and by the way, almost all the new clothing is machine washable and dryable, something you couldn't say even two years ago when the polypro would sometimes melt in a dryer.

If you're like us, it will probably take some experimentation out on the water to get the most comfortable combination from whatever ensemble you or your sweetie end up with. For example, on most summer days, we're most comfortable simply wearing our foulies over jeans, or even shorts. The pile pants are usually a bit too warm, especially if we're moving around a lot.

When shopping for middle layer clothing, err on the side of largeness. You should be able to outfit that special person in a nice polypro jacket/vest and pants for \$150-\$200, tops. Don't pay more if you don't have to.

Layer III

Although Line 7 and Henri-Lloyd



The Stearns vest inflates by pulling the ripcord (inset).

foulies are among the most popular for Bay sailing, top-of-the-line gear from almost any manufacturer these days will give you years of hard wear and faithful service if properly cared for. Of course, top of the line means spending upwards of \$500 for bib pants and a jacket, slightly less for a one-piece suit. For that price, the suits come with inner "comfort liners," handwarmer pockets; high collars and good hoods; and reinforced knee, butt and elbow patches. Most will also include one or more of the following: integral harness (in the jacket), whistle, crotch strap, reflective patches and built-in flotation. The top suits are made of neoprene-treated nylon, a material so tough it looks as though it could shed .357 slugs as easily as water.

In fact, the toughness is really the only drawback of the most expensive gear, unless you feel comfortable wearing plywood as clothes. Most outlets recommend (and most racers wear) the

second best, lighter-duty gear, which itself is still somewhat bulky, but manageably so if you're going to be active on the boat. The top-of-the-line gear, and one-piece suits in particular, are recommended for extended offshore sailing when durability is important. For around the buoys racing, chances are you're going to want to shed part of that outer layer and possibly the jacket below it on the downwind runs. That's hard to do with a full-length suit.

For those on budgets, or those whose sailing is more low-key, Douglas Gill, Line 7, West Marine and several other companies offer decent foulies for around \$100 to \$150 a set (pants and jacket). Among the few drawbacks to these suits is that most are bright yellow, as opposed to the trick red, silver and dayglo green of the expensive suits. So wearing yellow foulies may say more about your income level than you'd prefer, but what the heck. For light to medium intensity sailing, they work well, are lightweight and comfortable, and again, will last for years if properly cared for.

Now, about that care: Some foulies can be machine washed (check label), but several vendors advised against it. They do need to be rinsed with fresh water after use, preferably with a little liquid detergent and a brush if necessary. If you do it in the bathtub, you can hang them there to dry. Also, most foulie makers are good about backing up their products. Henri Lloyd, for example, will supply you with "loaner" foulies while yours are being repaired.

If you're buying for someone else, foulies will be the hardest item to estimate for. They should definitely be a size or two larger because so much will be worn underneath. Ideally, someone shopping for them should try them on over all the other stuff they'll normally wear, including PFD. For lighter air or warmer evening sails, of



Forget picking up dimes with the cold-weather glove (right), but it'll keep your hands warmer than normal sailing glove.

course, they can be tucked, tied, buckled, velcroed or otherwise adjusted to fit over simple street clothes.

By the way, you sailing parents will be pleased to know most of the gear available

SAILING CLOTHES



for you can also be had in kids' sizes, at least down to 5 years old or so. (Any younger and the kidlets should stay below, anyway.) Except for foulies, however, it's scarce at the retail level. You'll probably have to special order it.

Boots, Gloves, Hats

"Dinghy boots" is something of a misnomer. These low-cut, lace-up seaboots are great for small boat sailing, no doubt about it, but they're also gaining popularity among the big boat set. Douglas Gill makes a nice version of the dinghy boot that goes for about \$55 a pair most places.

The best sellers are still the calf-length rubber boots made by Line 7, Topsider, Romika, Musto and a number of other companies. These run \$30 to \$50. Like foulies, they should be bought a little larger than normal shoe size because you'll want to wear a thick polypro sock with them. If you're buying seaboots as a gift, tell the salesman the person's shoe size and he can get you pretty close to the right size. Remember to keep the receipt, though, in case they aren't.

At \$15 to \$30, sailing gloves are another great, and thrifty, gift idea. Of course, these are not strictly cold-weather items. Rather, they keep those tender, pencil-pushing pinkies from incurring too

If you think sailing clothes are too expensive, you can always use the money to go to Mexico where you hardly need clothes at all.

much abuse on the weekends. Naturally, macho brutes like us don't need sailing gloves, but since we feel the need to test this stuff for you readers ... no, really ... we do wear them from time to time. We prefer the lightweight gloves with the fingers cut off the ends. They also come with full fingers, or just the thumb and index finger cut out.

The gloves that are specifically made for cold weather are all blue polypro or a combination of polypro and neoprene, with leather palms. They're comfortable in the store, but seem like they might be a bit clumsy for active line handling. Probably perfect for long tacks or non-participating guests, though.

Finally, to protect those cold ears and noggin is the \$15 ORCA hat. No doubt about it, you'll look goofy as, well, Goofy, but the thing works great so who cares? Rugged individualism only goes so far when you've lost all feeling in your ears.

Etcetera and Other Stuff

The clothing systems mentioned so far are the "meat and potatoes" of today's cold-weather fare. But they're certainly not all that's available. New variations and

upgrades on the theme are coming out constantly. And there are whole other systems designed for specialized use.

The dry suit, for example. Recommended for bowmen, boardsailors and anyone else who's going to get real wet, the drysuit (about \$250) has gained a dedicated following. For most boaters, though, it's not really suitable: it can't "breathe" and as a result gets clammy inside. If you're active, you can overheat pretty fast in one. That reminds us, we once made the mistake of trying a *wetsuit* as cold-weather clothing on a long night passage and damn near passed out when we overheated. The sweat has nowhere to go.

Mustang's \$375 "work suit" bears looking at if you're buying for the chronically cold sailor or sailorette. This polyester-based, one-piece suit is standard issue in the Coast Guard and on oil rigs, so you know it works. In fact, with flotation built in, it can also be used as a survival suit, though it won't be nearly as efficient as the "gumby" types specifically made for the purpose. In essence, the Mustang suit is a warmth and foulie suit rolled into one, and in that capacity we've heard it works well. However, since there's no layering involved, it might be a bit difficult to cool down with it on. But it's a well-made suit, and one that's hard to beat for those long, cold offshore passages.

Flotation devices have taken a new and welcome turn in the last couple years: inflatability. Both vests and jackets are now

There wasn't enough duct tape in the world to squeeze another year out of the old foulies . . .

available (\$100-\$175) that have a modicum of built-in flotation that is much, much less bulky than the regular type III vests. This is supplemented by an inflatable bladder attached to a ripcord-activated gas canister. A tug on the cord inflates the thing to about 35 pounds of positive flotation, more than enough to float you well out of the water, even in full gear.

— A DRY IDEA

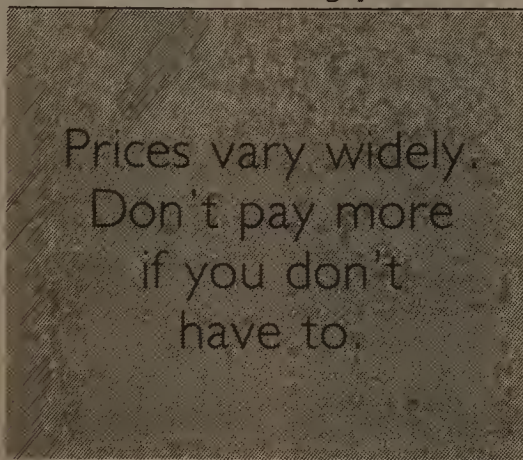
Supplementary air can be blown in through a manual tube, and replacement inflation canisters are inexpensive. Stearns, Switlik and Stormy Seas are the current manufacturers we're familiar with.

Float coats, an old standby, are still available for around \$100, though we'd say the above inflatable stuff is making them obsolete rapidly. In fact, we expect the day is not too distant when the air-bladder idea will make a separate PFD unnecessary — we're sure to see them integrated into jackets and foulies in the next few years.

In the exotica category, Lirakis has come out with a "warmth pad" system that attaches around your midriff. It works in much the same way as the Cyalume Light Sticks. You know, those 6-inch plastic sticks that emit a green glow when you "crack" them. Well, instead of light, the "Heat Wave" pads, when cracked, emit warmth — up to 130 degrees of it for 30 to 60 minutes. You can recharge the pads by boiling in hot water. The manufacturer claims unlimited use for the large size, and

a whole outfit (pouch vest and pads) only runs about \$50. Nifty idea.

Finally, the latest issue of *Popular Science* had an interesting peek into the



future. A short article on treating ordinary T-shirts with polyethylene glycol made them cooler in hot weather, warmer in cold weather, and longer lasting! Can't wait until that trickles down to the sailing clothes industry.

If any of the above is the least bit intimidating, we know how you feel. Like personal computers, new gear and ideas are coming out so fast in cold-weather clothing that we can hardly keep up ourselves. If you like the idea of clothing as a gift, but don't want to deal with the selection — or, like us, have a spouse who knows exactly what he/she wants — a gift certificate from your favorite chandlery or other clothing supplier (some sailmakers sell clothing) shows your thoughtfulness just as well.

Finally, we should mention that all the foregoing is not to say you will never be cold or uncomfortable again if you wear any of this stuff. Used properly, however, the degree of discomfort will be so far below the bone-numbing sails of yesteryear as to be almost unnoticeable. Really.

Nothing brings this home so graphically as going sailing with friends on the spur of the moment, wearing only your "civvies." Then it's you who have to wear *their* old, worn out, leaky foulies.

Then, when Mom calls and hears you sniffing and sneezing, you can say, "I told you so!"

— latitude 38/ jr

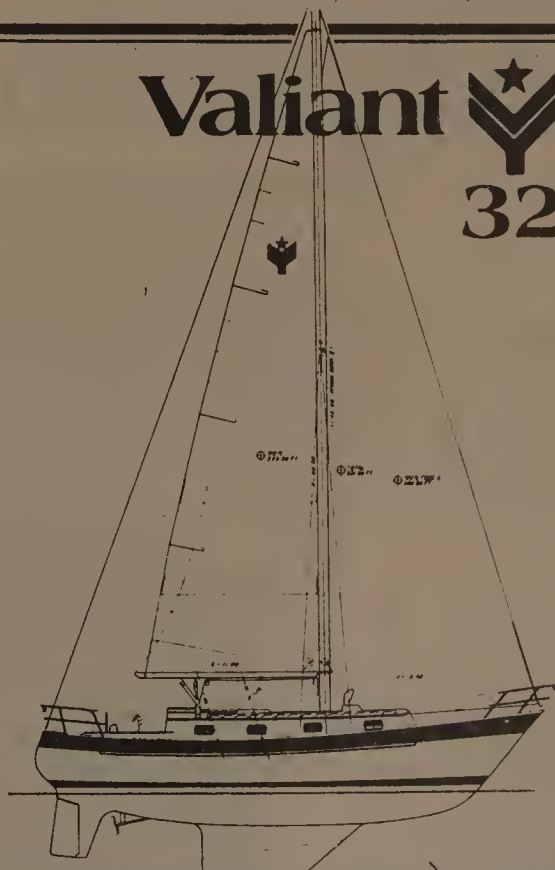
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CELEBRATING OUR 10TH YEAR

IDIOTS GUIDE TO

Let's say that over dinner at the yacht club one rainy, wintery Friday evening, you and your buddies conclude that it's high time to charter a sled for an upcoming Mexican or Hawaiian race. You don't want a luxurious Swan or a squirrely IOR boat, thank you; you want to get there fast, maybe even first. You've read about lots of winning sled charters: Phillipe Kahn's victory with *Kathmandu* in this summer's Pacific Cup; Larry Harvey's victory at the recent Watts Trophy with *Mongoose*; the great finish at the '87 Puerto Vallarta Race when two chartered sleds, *Citius* and *Prima* finished first, virtually overlapped. Though none of you are millionaires or rockstars, you decide to go for it — this summer, it's your turn.

The concept of blasting down long blue Pacific rollers at 20 knots grows on you as the wine flows. You picture yourself tanned

Major 1989 Sled Races

February 18	Puerto Vallarta Race (all)	1,125 miles
March 11	Newport-Cabo Race (IOR)	790 miles
April 28	Ensenada Race (all)	160 miles
May 19-21	Ahmanson Cup (70s)	Buoy races
May 26-28	Cal Cup (70s)	Buoy races
June 30	TransPac (IOR)	2,225
July 3	Catalina Race (all)	385 miles
September 16-24	Big Boat Series (70s/50s)	Buoy races
November 11	Long Beach-Cabo Race (all)	804 miles

and relaxed, dressed only in a pair of shorts, drinking cold *cervezas* and listening to music on the deck speakers as you rumble off the miles... By the time you've had a few after-dinner drinks, you're



obsessed with the idea.

The next morning, after the aspirin and coffee begin to uncloud your brain, reality sets in. How do you go about chartering a sled, you wonder? What'll it cost? What's it like? Where do you start?

Relax, it's actually quite easy. The first step, obviously, is to pick a race (see box), preferably one that's still five or six months away. Not only do you have a better choice of vehicles to choose from by shopping early (TransPac charters, we're told, are often booked over a year ahead of time), but you'll allow yourself the lead time necessary to get properly prepared. "The biggest single mistake charterers make is not taking delivery of their boat soon enough," says Chris Corlett, who just helped Dave Fain put together a successful charter of the Nelson/Marek 68 *Swiftsure III* for the Cabo Race. "A month ahead of time isn't unreasonable. That way you can practice, as well as get the boat 'race ready' to your standards, not someone else's."

Step two isn't very hard either: decide if you want to charter alone or with a group. Of course, you have more control if you put

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We won! The crew of the chartered SC 70 *Citius* being interviewed after winning the 1987 PV Race.

up all the money yourself, and you don't have to share the limelight with anyone else if you win. But given the cost of chartering a sled these days, the majority of sailors form syndicates in order to afford their fun in the sun. It's simple economics: the more the merrier, and the smaller the price tag.

Just what does it cost to charter a sled? Prices range from a few thousand bucks for the short stuff, such as an Ensenada Race, up to about \$50,000 to charter a Nelson/Marek 68 or similar "glamour" sleds for a big ticket race like the TransPac. Some other ballpark prices: a Mexican race on a ULDB 70 goes for about \$20,000; a Santa Cruz 50 or a Nelson/Marek 55 fetches around \$25,000 for the TransPac and \$12,000 for a Mexican race; MacGregor 65s go for somewhere between a SC 50 and a big sled. Big Macs, incidentally, are always a PHRF first-to-finish threat — one of them still holds the Puerto Vallarta race record — but they rate in the mid 90s under IOR, effectively limiting them to PHRF

SLED CHARTERS

aces.

These prices don't include the other expenses: delivering the boat back (roughly \$2 a mile), insurance, damages, food, crew shirts, the entry fee, hotels, airfare, and so forth. A rule of thumb seems to be that the entire project will cost between one and a half to two times the charter fee — but if you deliver the boat back yourself and skip some of the frills, it can be done for a lot cheaper.

It wasn't always quite so expensive: Harvey Kilpatrick, whose Carmel Insurance brokerage insures most of the sleds on the West Coast, remembers chartering *Drifter* back in 1977 for the Veeder Cup, the Cal Coastal Race, the Stag Cruise and a few other events. "It cost us about \$5,000," he recalls. "Prices have escalated because demand exceeds supply, and because sails have gotten so pricey — for a sled, they're between \$7,000 and \$10,000 apiece, or about \$200 each time you even think about raising one."

But, as Dave Catlin, owner of the SC 50 *Samurai*, correctly points out, the price of chartering is still relatively cheap compared to the fortune it costs to actually own and maintain a sled in today's competitive racing environment. Many people swear that chartering is the *only* way to do the big races, especially when the cost is split between a group of friends.

Anyway, let's assume you've already selected your race, your budget, and the number of friends you want to sail with (sleds sail with anywhere from 8 to 14 crew). These factors in turn dictate which type of boat you should charter.

Choosing a sled — not to mention outfitting it and sailing it to its potential — can be tricky and time-consuming for the average

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CHARTER AVAILABILITY

February 18	Puerto Vallarta Race	Sept 16-24	Big Boat Series
March 11	Newport-Cabo Race	Nov 11	Long Beach-Cabo Race
April 28	Ensenada Race		
May 19-20	Ahmanson Cup		
May 26-28	Cal Cup		
June 30	TransPac		
July 3	Catalina Race		

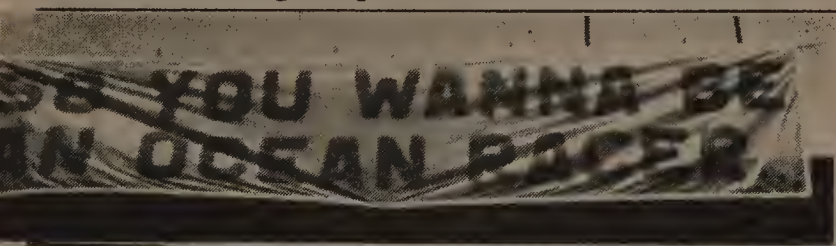
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weekend warrior. Let's face it, if you've got the money for one of these projects, you've probably been spending more time in the office than running a race boat. Therefore, step three, according to almost everyone we interviewed, is to hire a consultant to help oversee the project and sail on the boat you charter. While the price of the "hired gun" varies, the expense will still be minimal in the overall scheme of things — and they'll make all the difference in the success of your charter.

Some of the better known sled pros include, in addition to Corlett and Kilpatrick, Skip Allan, Steve Taft, Skip Stevely, Dennis Durgan, Norman Davant, Pete Heck and Gary Weisman, to name but a few. They in turn can bring in the hot navigators (guys like Ben Mitchell, Stan Honey, Tom Leweck, and Don Snyder) and the good BMWs/deliverers (John Jourdane, Mike Elias, Greg Paxton, Dave Culver, Tom Walters, etc.) It's a close-knit fraternity, and you need to tap into it if you're serious about doing well.

It won't take long to figure out which sleds are available for



charter: there are only 20 ULDB 70s on the West Coast (see box), a like number of SC 50s and MacGregor 65s, and a sprinkling of other custom sleds, such as the Nelson/Marek 55 Strider.



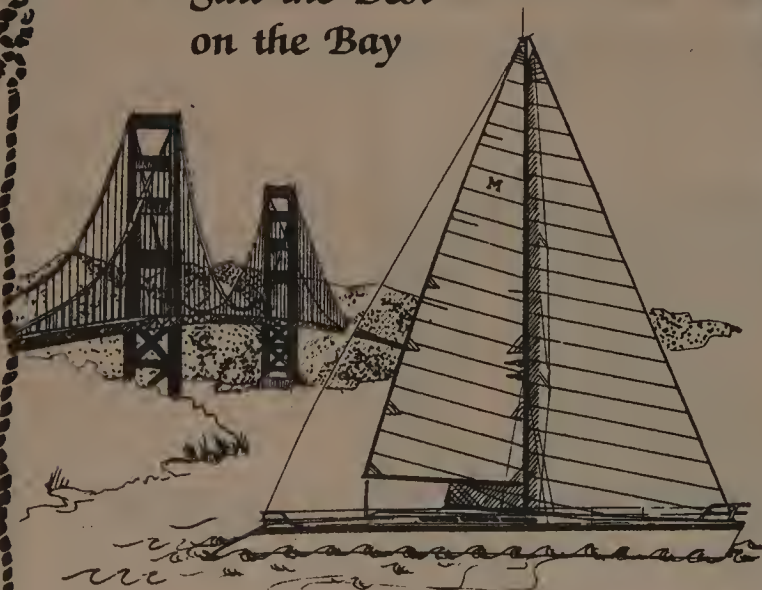
Happy campers: *Swiftsure III* charterer Dave Fain (center) and crew.

Generally, five or six of each variety are available for charter any given time. Sailmakers are a good source for finding out which sleds are charterable, but — all modesty aside — we think the ads right here in this and other issues of *Latitude* are a great way for getting in touch with the right people.

What to look for in a sled? To paraphrase the old real estate adage about location: "Condition, condition, condition." As with many things, you get what you pay for, and a "deal" on an uncompetitive or ill-found boat is no deal at all. "Some charter boats are 'rent-a-wrecks' that have been ridden hard and put away wet," says Carl Schumacher. "Look for a well-maintained one: Is the bottom okay? Does the engine need an oil change? Do the halyards and afterguys need replacing? If you break down, you're not going to win, let alone enjoy yourself."

Other advice on choosing a sled: "Don't select a boat solely on its track record," says Lani Spund, whose Foolproof Marine charts out the ubiquitous *Emily Carr*, among others. "You pay a

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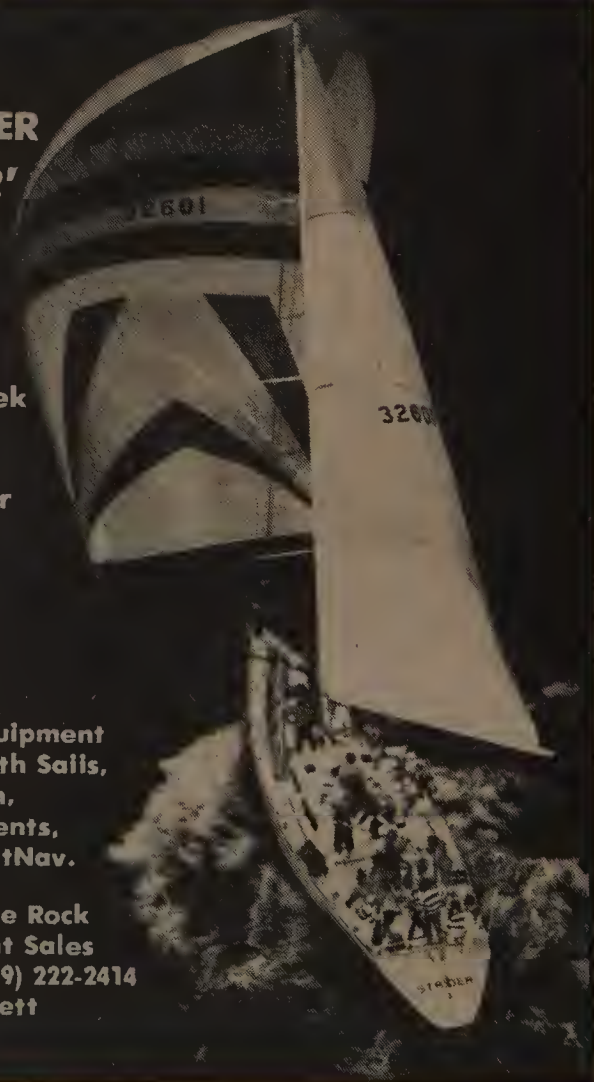
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SLED CHARTERS

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premium for a 'hot' boat, not realizing that generally, the success of your effort depends more on the skill level of your group than anything else. All those 'designer' sails and computer programs aren't much good if you don't know how to use them..."

"And make sure the boat has good safety gear," stresses Steve Bogardus, whose tall-rigged MacGregor 65 *Fast Company* — presently the "fastest charter boat in the Caribbean" — will be available for charter on the Bay in early spring. "Remember, safety first!"

Check how organized the boat appears: does it have manuals for all the systems? A schematic diagram of where things are stowed? Polar charts for predicted speeds on different points of sail? Does the boat come with a BMW? Can you get along with him? Can you get along without him? What do previous charterers of the boat have to say? Obviously, there are many criteria to consider, and each boat is different: with the help of your consultant, pick a boat that's consistent with your goals (first-to-finish? corrected time victory? strictly fun?) and budget (first class or economy fare? bare boat or turnkey?)

"Each deal is slightly different," says *Pandemonium's* Des McCallum. "There really aren't any rigid rules, and there's always a new wrinkle to each charter." Indeed, because each boat is in different shape, each race is different (a Big Boat Series, for

example, beats a boat up more than a fall Cabo Race), and charter groups vary in their sailing talent, the price of the charters fluctuate.

California ULDB 70s

1) <i>Barracuda</i>	N/M #3	Mitch Rouse
2) <i>Blondie</i>	SC 70 #1	Pat Farrah
3) <i>Chance</i>	SC 70 #10	Bob McNulty (*)
4) <i>Cheetah</i>	Pet. #1	Murray/Pennington
5) <i>Cheval II</i>	N/M #8	Hal Ward
6) <i>Citius</i>	SC 70 #3	Willson/Spencer
7) <i>Drumbeat</i>	SC 70 #8	Don Ayres
8) <i>Evolution</i>	SC 70 #11	Bob Doughty (*)
9) <i>Grand Illusion</i>	SC 70 #6	Ed McDowell
10) <i>Kathmandu</i>	SC 70 #2	George Chu
11) <i>Maverick</i>	N/M 70 #7	Les Crouch
12) <i>Merlin</i>	Lee	Donn Camplon
13) <i>Mongoose</i>	SC 70 #7	Paul Simonsen
14) <i>Pandemonium</i>	N/M #5	Des McCallum
15) <i>Prima</i>	N/M #4	Simmons/Smith
16) <i>Pyewacket</i>	N/M #6	Roy Disney
17) <i>Ragtime</i>	Spencer	Pat Farrah
18) <i>Silver Bullet</i>	SC 70 #9	John DeLaura
19) <i>Swiftsure III</i>	N/M #2	George Foignier
20) <i>Taxi Dancer</i>	R/P #1	Mitch Rouse (*)

(* = under construction)

"It boils down to common sense; the deal's got to make sense for both parties," says Kilpatrick. "Everything's negotiable: often, equipment — sails especially — and maintenance are traded in lieu of part of the charter fee." Generally, once an agreement is

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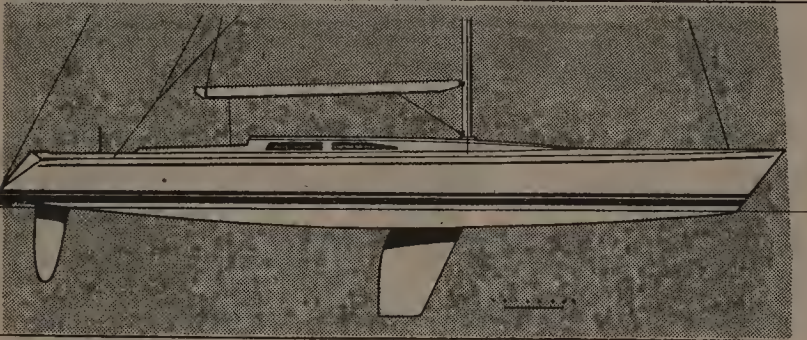
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reached, a contract — usually three or four pages long, is drawn up, and a third of the charter fee is put down. Expect to pay the balance at least ten days before your race starts — charterers like to have the check in the bank when their boat disappears over the horizon.

No matter which boat you charter, you'll have to deal with the issue of insurance. According to Kilpatrick, insurance riders for a race to Mexico cost about .5% of the insured value of the boat; for a TransPac, it's about 1%. For the average \$600,000 sled, that translates to about \$3,000 to go to Manana-land and \$6,000 for Aloha-ville. Deductibles range from \$10,000 to \$25,000, depending on the extent of the coverage. Sure, it's expensive — insurance companies aren't particularly keen to insure race charters — but again, it's a bargain compared to owning a sled



year-round.

"And that deductible is per *each* accident," Strider's Dave Pickett reminded us. "You can't just total up the damage, and tell



Sleds and Mexico: a winning combination.

the insurance company, 'We blew up two kites and a genoa, lost some halyards, broke a spinnaker pole and tweaked the mast when this *really* big puff rolled through while we were peeling'."

To self-insure against damage, sleds owners therefore ask for, and receive, damage deposits many times higher than insurance deductibles. It's not unheard of for an owner to get \$25,000 in escrow to cover potential damage, though half that is much more common. It's rare, but also not unheard of, for a group to receive little or no money back from their damage deposit. But that's the risk you take when you leave the dock: s--t happens, and s--t costs money.

After all the effort of getting ready, your reward — the actual sailing — will be easy. The first time you really 'send it' on a sled, it's all worthwhile — just ask any of the hundreds of people who've crewed on Donn Campion's legendary *Merlin*, which we figure has more than twice as many charter miles — and trophies — to her credit than any other sled in the universe. You'll be pleasantly

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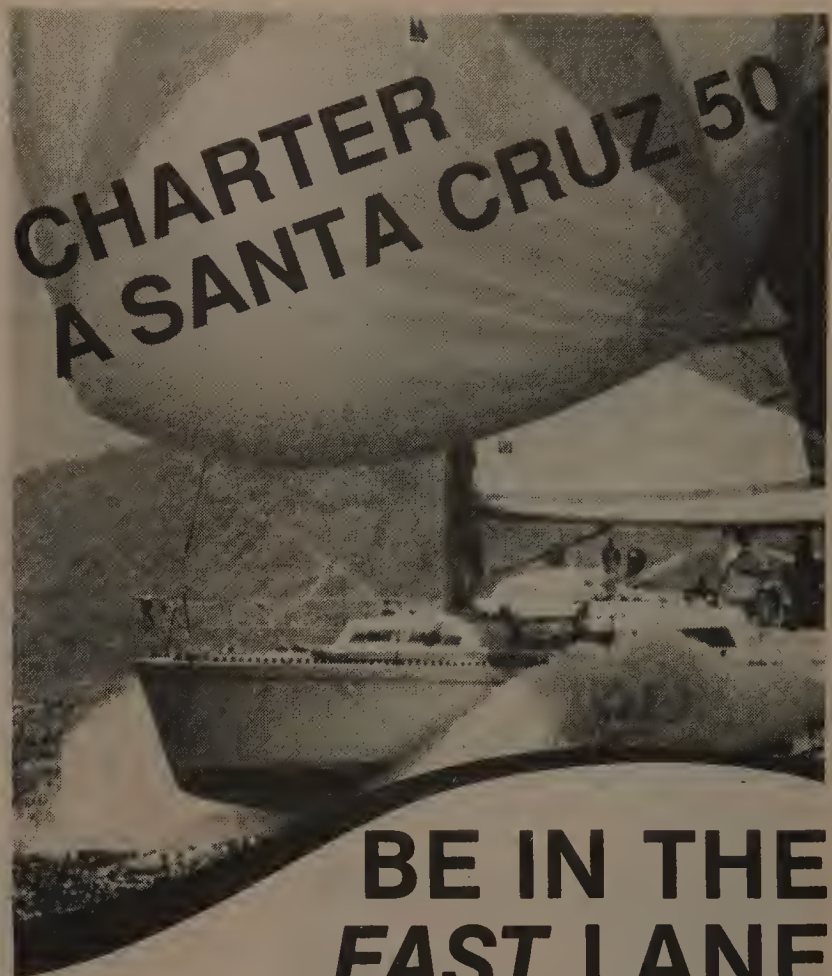
surprised by how easy and fun it is to sail these ultra-lights, though getting that last click of boatspeed, the "racer's edge", usually requires a pro's touch. "You spend a lot of your time headstay reaching," explains Steve Taft. "Lower is slower, unless it's blowing stink. Sleds accelerate and decelerate really quickly, so you're constantly 'scallop' downwind — heating it up for speed, then burning it off."

We hope to get Taft, and/or some other 'sled heads', to reveal their go-fast sledding techniques in a future issue. Of course, in the meantime, charter groups should listen to their consultant during the race — that's why you hired him. There's also a few guidelines to remember if you want to be reunited with your damage deposit: if in doubt, always pick the smaller sail; reef early; and, if a kite will hang, use it (meaning, don't risk blowing up a light kite). "Basically, it'll be a good charter if you treat the boat like it belongs to a close friend of yours, not like it's some rental car you're trashing for the weekend," says Spund.

Whatever your charter project — be it a zip around the Bay on a Big Mac (there are half a dozen for charter, including *Aviva* and *Aviva II*, which just came down from Tahoe; *Andiamo*, which runs out of Pier 39; and Hal Nelson's *Zeus*, which has some 'seats' open for next summer's Catalina Race), or a full blown ULDB 70-rater project to Hawaii, we hope it's the thrill of your lifetime. Who knows, maybe we'll be interviewing you after the next ocean race.

Happy trails!

— latitude/rkm



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"Bare Boat" Racing Schedule

1989 MAJOR LONG DISTANCE RACES

Date:	Race:	Miles:	Fee:
Feb 18	Puerta Vallarta & MEXORC Combo	1,100	\$15,000
Mar	Newport to Cabo San Lucas	900	\$10,000
June 8	LBVC RACE WEEK (SC 50 Class Racing)	Local	\$ 4,000
July	TRANSPAC	2,000	\$20,000
July	Oakland to Catalina (Great Fun!)	400	\$ 5,500
Sept	St. Francis Bldg Boat Series (SC 50 Class Racing)	—	\$ 5,500
Nov	Long Beach to Cabo San Lucas	950	\$10,000

1989 LOCAL RACING EVENTS

Feb-Apr	Whitney Series - 5 medium length events	20-60	\$ 4,500
Apr	Newport to Ensenada (Beer Run)	160	\$ 5,500
Apr	Marina del Rey to Newport	75	\$ 1,300
Apr	Ventura to Newport	120	\$ 1,650
May	Long Beach to San Diego "Moonlight Race"	100	\$ 1,650
May	Long Beach to Dana Point	40	\$ 1,300
May	Sta Barbara around the Isles to Ventura "Hardway"	110	\$ 1,650
June	Channel Islands to Marina del Rey	75	\$ 1,300
June	Channel Islands to Santa Barbara Island	100	\$ 1,650
July	Marina del Rey to San Diego	120	\$ 2,500
Aug	Santa Barbara to King Harbor	120	\$ 2,500
Aug	Newport to Coronado	90	\$ 2,500
Sept	Dana Point to San Diego	75	\$ 1,300
Sept	Long Beach to Dana Point	40	\$ 1,300
Oct	San Diego to Ensenada (More Hussongs!)	75	\$ 2,500

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ANGEL ISLAND

Rain was forecast for Sunday, November 6, but it didn't happen. In fact, the day turned out to be the most beautiful fall day we've seen yet: light air, flat water and warm sun. If you stayed home to watch football, you lost out twice. Once because it *did* rain heavily on the 49ers' parade, and twice because you should have been out sailing. It was a perfect day for introducing inexperienced or non-sailing friends to the sport or — yes, dear — to simply spend a relaxing day with the whole family aboard.

A handful of sailors enjoyed the Indian summer in shorts and shirtsleeves in Angel Island's Hospital Cove. (Yes, we know it's officially called Ayala Cove, but we have yet to hear anyone call it that.) As additional boaters came in for lunch or an afternoon barbeque, their numbers swelled the guest dock slips to capacity and spilled over into the anchorage. There were even a few small raft-ups going, reminding us more of July than November. Cheese and crackers were everywhere, and so many hamburgers were smoking away on pulpit-mounted barbeque grills that by about 3:30 the place looked more like the fall of Saigon than one of the great picnic spots of the Bay.

In fact, it was so pleasant in the Cove that when we spotted an open space at the dock, we pulled in immediately. After lounging in the sun for a while with our own Wheat Thins, cream cheese and cold drinks, we developed our usual case of nose trouble ... uh, we mean curiosity ... and went visiting. Here are a few of the folks we met.



"Want a hamburger? We have plenty!"



Ryan Werner and Julie Parr
Seaquacious — Cal 25

"How often do we come here? Not often enough," says Ryan. As behooves all frequent visitors, he and Julie spent \$40 for a season pass, which allows them unlimited use of the docks and buoys for the year.

Ryan and Julie, who we found in just this pose — gazing at the sunset and "dreaming of a bigger boat" — have Angel Island wired. They know, for example, that when the fog rolls in, "Hospital Cove is the first place it hits. But usually, you can go around the back side and it's still clear."

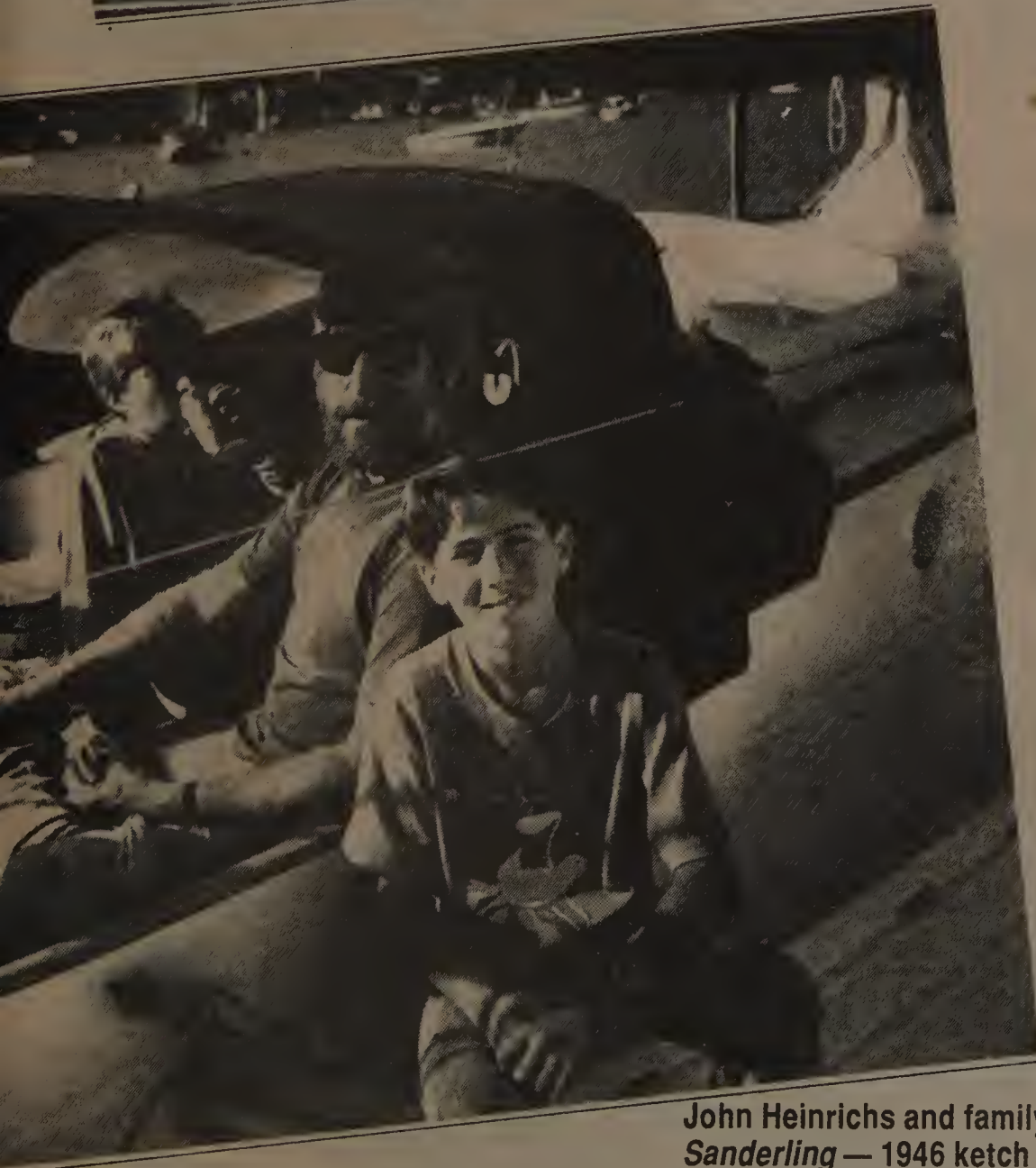


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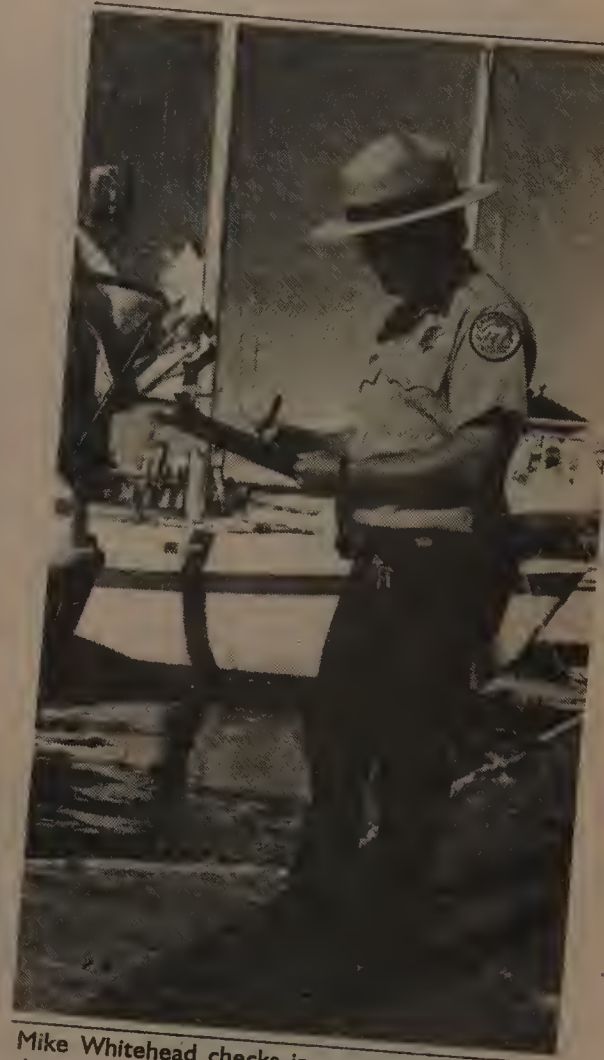
**Denver Booker and
Steve Milnar
Cajen — Ranger 26**

"We just came in to see if there was a space," says Denver, *Cajen's* owner. "I've come in a few times before, but Steve's never been here, so we came to check it out."



**John Heinrichs and family
Sanderling — 1946 ketch**

"Why are we here?" says John. Then, with a smile and a gesture to the sky, "What a beautiful day, that's why!" Joining John are his son Christopher (on rail), brother Dennis, his wife Pam and their kids Rene and Nicholas.



Mike Whitehead checks in new arrivals at the docks.

**Mike Whitehead
Angel Island Ranger Office**

"We don't mind if you need to just come in to use the restrooms or snack bar, but if you're going to tie up for more than 15 minutes, we need to collect \$5 from you. You can stay at the docks only until sunset, but you can spend all night on the buoys either here or at the anchorage on the east side of the island. Buoys are \$5 a day, too."

"What's the strangest thing I've seen here? You mean besides boaters who drink more than they should? Well, I've only been here since May, but I guess the most unusual thing is the people who try to get a 50-ft boat into one of the 30-ft slips — especially with some of the currents we get running through here. Since we've put up maximum length signs on the pilings, though, we don't have as much of that. I'd have to say that overall we enjoy having the boaters as much as any group we have in here. They're a good bunch of people."

ANGEL ISLAND

Tony and William Rittenhouse and friends *Rhiannon* — Ingrid 38

"This is our regular 'kid outing,'" says Tony. "Over here, it's safe, comfortable and relaxing for the kids and us." Tony is another sailor who frequents Angel Island a couple times a month on a pretty much year-round basis.

Interestingly, Tony built the Marina Village-based double ender up from a bare hull himself in Ron Moore's yard in Soquel. "It was interesting watching all the ultralights coming out of one side of the place while this took shape for 4 1/2 years on the other. Somebody looking at one of the wing-deck Moore 30s put it best. He said to Ron, 'You really are in the thick and the thin of it.'"



Left to right, Jim and Jim Morgan, and William and Tony Rittenhouse aboard *Rhiannon*.



SEASON CHAMPIONS

ALL PHOTOS LATITUDE/ROB EXCEPT AS NOTED

EXPRESS 37 "Secret of NIMH"



**Dailey(l) & Lacey(r)
San Francisco YC**

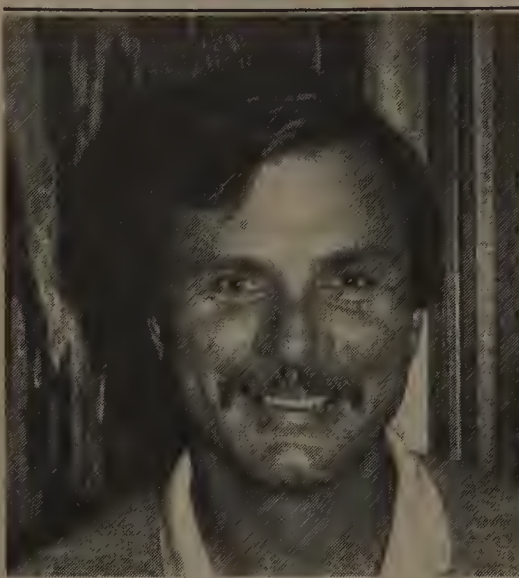
Evan Dailey and Tad Lacey have been involved in two boat projects together: the first was a plywood dinghy they built in the eighth grade; the second one was chartering the Express 37 *Secret of NIMH* this summer. The idea for the Express charter came up one January evening over numerous cocktails: "I wanted to get back into racing," said Dailey, who hasn't sailed much since winning the '82 and '83 ODCA championships with his Santana 35 *Fast Friends*. "Also, my wife wanted to get rid of me on weekends!"

Lacey, a veteran of many IOR campaigns — *Imp* and *Bullfrog*, to name a few — had a similar urge ("the last boat I owned was a Rhodes 19, 12 years ago!"). They rounded up the "usual suspects" (most whom are "over 35" and members of San Francisco YC), bought 4 new North sails, and proceeded to demolish the Express 37 fleet, winning the Stone Cup and the Nationals in the process. "The crew did a hell of a job," said Evan, "We're all 9-to-5'ers, so it was particularly satisfying to beat the pros..."

Dailey, an insurance broker, was the helmsman, while Lacey, a financial manager, was in charge of tactics and crew work. Their crew consisted of Jim Davies, Dave Evans, Greg Felton, Ted Gazulis, Mike Green, Kent Greenough, Mark Maymar, John Merrill, Stu Reilly and David Walker. "It was a lot of laughs," said Tad, "We're already thinking about chartering a bigger boat next year."

2) *Foghead*, Brown/Delrich, RYC; 3) *Frequent Flyer*, Ted Hall, StFYC. (16 entered; 13 qualified)

SANTANA 35 "Swell Dancer"



**Jim Graham
Metropolitan YC**

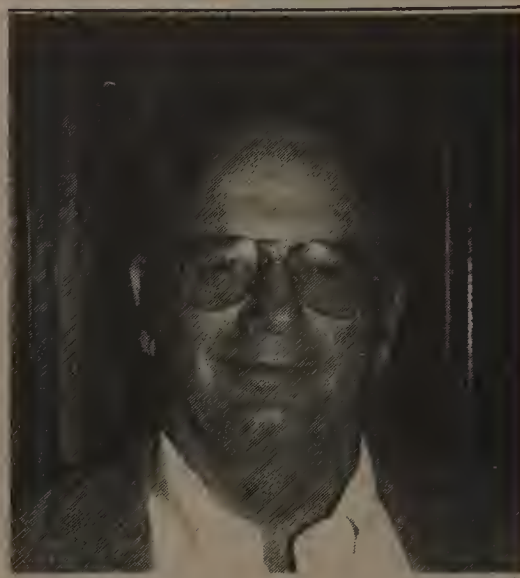
The summer of '88 was a swell one for Jim Graham and his friends aboard *Swell Dancer*: they won the Santana 35 class going away, scoring eight bullets in 12 races. "We ended up third last year after leading the whole season," said Graham, "We buckled under the pressure in the last race. This year, we made sure that didn't happen again."

"We won because of crew work, preparation, and our new Marion sails," claims Jim, a regional sales manager for a Peninsula publishing company. The *Dancer* crew, practical jokers known for drinking too much Jolt cola and letting out a group primal scream before the starting gun, consisted of tactican Tim Stapleton, Rich Bennallack, Art Pruett, Marty McGarry, Adrienne Broche, Gary Marchio, Greg Geyer, and the foredeck crew of John Toms and Karen Bengtsson. "I'm absolutely amazed that such a stunningly good looking and exceptionally talented crew tolerated me all season," claimed Jim. "I'm one lucky guy!"

Prior to buying the Santana 35 in 1982, Graham owned a Hobie 16, a Windsurfer and a Mull 26. "*Swell Dancer* was the first monohull boat I ever raced," says Jim, who likes the "Tuna 35" and is already looking forward to defending his title next year. There are several variations on the origin of the boat's name, the most printable one having to do with the old expression, "she's got a nice personality and she's a swell dancer..."

2) *Dance Away*, Bob Bloom, CSC; 3) *Tinsley Light*, H. Grandin, SFYC. (13 entered; 11 qualified)

NEWPORT 30 "Mintaka"



**Gerry Brown
Palo Alto YC**

"We've banged heads with the Doctor for about ten years now, and it's nice to finally beat him!" says *Mintaka's* Gerry Brown. The Doctor he's referring to is Dr. Frank Hinman, who's dominated the large Newport 30 fleet for the last five years running. Brown, a manager with a Silicon Valley software company, went into the last race a point behind Hinman, but caught the Doctor napping soon after the start.

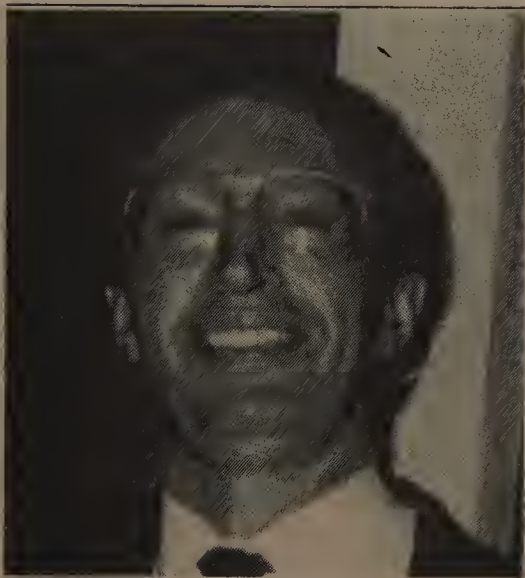
"He did two 720s in that race because of us — the first was a port/starboard violation; the second when he went to duck us and ended up taking off our stern pulpit," recalls Gerry happily. *Mintaka* went on to win the race ("our best of the season") and the championship. Brown and Hinman are friendly rivals, dating back to when they sailed against each other in Tritons. Gerry won many MORA races and class championships with the Triton (also named *Mintaka*, after a star in Orion's belt) before following the Doctor to Newport 30s three years ago.

In his first two seasons with the Newport 30, Brown came in second and third. This year, he got serious about dethroning the Doctor: *Mintaka* spent six weeks in the boatyard with Gerry's crew — Tom Ranweiler, Henry Melin, Jackie Ruggles, Bruno Carnavale, Anthony "Rockie" Rockmore and John Amber — pitching in to help work on the boat. Gerry also singled out Steve Toschi of Leading Edge sails, who built and serviced their sails throughout the windy season.

2) *Topgallant*, Frank Hinman, SFYC; 3) *Danville Express*, Andy Hall, EYC. (15 entered; 12 qualified)

1988 ONE-DESIGN

J/29 "Power Play"



JOHN ARNDT

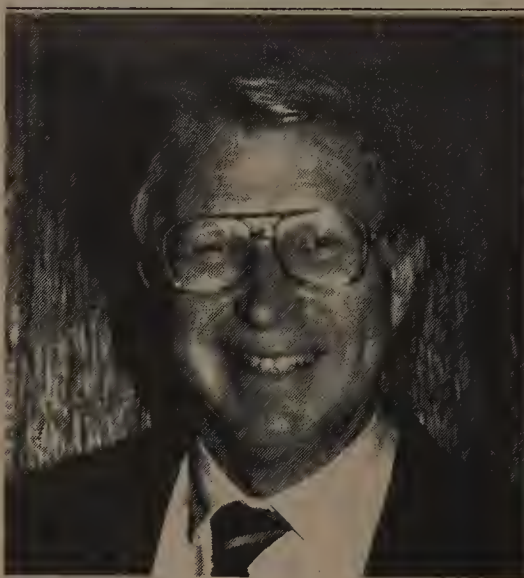
Peter Cunningham
Golden Gate YC

"We decided early on that we wanted to be competitive this season," said transplanted Englishman Pete Cunningham. Accordingly, he gutted the forepeak of his J/29 *Power Play* to reduce weight in the bow; completely redid the bottom of the boat with the help of his crew ("we even polished it!"); and bought new North sails. "It was a combination of these details, as well as having some excellent sailors on the boat, that won it for us," claimed Cunningham, who owns a Silicon Valley consulting company.

The depth of the crew became evident when Pete blew out his knee in a softball game in August, sidelining him for the rest of the sailing season. Bill Dana, Cunningham's righthand man on *Power Play*, stepped in as helmsman and finished off what Pete had started, winning the windy PCC's in the process. "That was a high point in our season. I really enjoyed the Vallejo Race as well," said Cunningham, "The low point was breaking our mast in a Corinthian YC Friday night race."

Power Play — the name was derived from a Porsche ad — is Cunningham's second boat; his first was a Hobie 18. He's had the J/29 since 1982 (it was the third one on the Bay), winning races "here and there" but never putting together a whole season until this one. "I owe a lot to my crew," said Pete, who listed Mike Flaherty, Wayne Geesing, Jean-Paul Greignon, Damir Priskich, Bill Sharon, and Kimo Worthington as the other regular *Players*.

CAL 29 "20/20"



Phil Gardner
Encinal YC

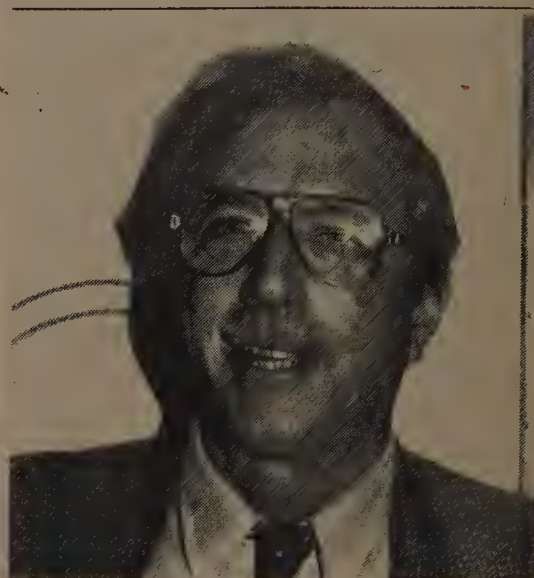
"It feels wonderful to finally win!" admits 20/20's Phil Gardner, who's been a contender in the Cal 29 class for four years and the runner-up for the last two. Indeed, Gardner didn't just win — he clobbered his fleet, rattling off five straight bullets at the end of the season and winning 6 of the 10 races on the Cal 29 schedule.

Not that there wasn't some pressure: "We used up both our throwouts by dropping out of the Vallejo Race weekend when our backstay broke. We were against the wall going into the second half." But due to a combination of "experience and good crew work," Gardner — an ophthalmologist in Alameda (hence the name 20/20) — pulled out the season.

The 20/20 team consisted of Phil's wife Sharon, who trims the spinnaker, Fred and Diane Siegel, Lou Dodok, Anna Balatsos, Bill Lindsey and Skip Newell. "We like sailing with a mixed crew," said Gardner, "Sailing is one of the few sports I can think of where men and women can compete equally." In a unsolicited (we swear) testimonial, Gardner claimed, "I got three of my crew this year through the *Latitude* crew list. It worked out great!"

Gardner, who's been sailing off and on since he was 16, owned a Zephyr, a Melody and a Santana 22 before picking up 20/20 in 1975. He enjoys cruising his Cal 29 as well as racing, and annually joins the class on their cruise to Half Moon Bay. "Tell everyone it's a great boat and a fun class!" urged Phil.

CATALINA 27 "Freyja"



Ray Nelson
Richmond YC

For Ray Nelson, sailing is literally a family affair: the core of his winning Catalina 27 crew is his two sons and his wife Loraine. His 28-year-old son Larry does the foredeck; 23-year-old Doug works the winches; Loraine does the pit and Ray drives. "The boys both live in the East Bay," says Nelson, a San Francisco businessman, "so racing *Freyja* is a way to get us all together on a regular basis."

Some families can't handle the stress of racing together, but not the Nelsons: "It's a quiet boat," says Ray, "we've got it pretty well down." They should, as they've been sailing together for years: some of their previous boats include a Shaw 24, a Vanguard, three Solings (all named *Freyja*, "goddess of love" in Danish), and a rackful of dinghies. When the family moved from Long Island Sound to the Bay in 1981 and purchased their "very used" Catalina 27, they named it *Freyja* also ("because I kept the stencil" laughs Ray).

The Nelsons won the YRA class in '82 and then came in second four times to three different boats before repeating as champs this year. "It's really tight racing," claimed Nelson, who cited *Il Shay*, *Pert*, *Four Little Ducks*, and *Wildcat* as equally fast boats. "Our new Shore sails gave us the edge, especially upwind in heavy air."

Nelson, a former president of the Catalina 27 national organization (hull number 6,000 was built earlier this year), is quite content to stick with *Freyja*: "It's a great little boat, and a great class!"

2) **Blazer**, Mike Lambert, StFYC; 3) **J'Ouvert Mornin'**, Marsh/Paul, CSC (12 entered; 8 qualified)

2) **Grand Slam**, Fred Minning, IYC; 3) **Boog-a-loo**, Nancy Rogers, SFYC. (9 entered; 7 qualified)

2) **Pert**, Karl Dake, CSC; 3) **Il Shay**, John Jacobs, StFYC. (12 entered; 8 qualified)

SEASON CHAMPIONS

**J/24
"Dejavu"**



**Chris Perkins
Saint Francis YC**

"This was our best summer yet!" said 27-year-old Chris Perkins of his fourth season with his J/24 *Dejavu*. Perkins — the current captain of the large and competitive fleet — hit the jackpot this summer: he swept the class spring and summer series as well as the overall YRA championship, winning in the process the Resin, Wheeler and District Championship regattas. Chris also finished second in the Spring Keel, Volvo and Fleet Championship regattas.

Perkins, a manager with a big eight accounting firm in San Francisco, most recently won the J/24 class in the World Corporate Games. But in terms of prestige, one accomplishment in his busy summer stands out: along with skipper Mark Rastello and bow man Jim Barton, Chris won the USYRU Prince of Wales match racing trophy in late September. Perkins was the trimmer/tactician in the J/22 series back in Marblehead, Massachusetts, which the trio won with a 12-2 record.

The nucleus of the *Dejavu* crew this summer was Chris' 25-year-old brother Phil, Jennifer Dunbar and Frost Prileau. Seth Woodberry; another brother, 23-year-old Jon; and even his mother Grace helped out on occasion ("It was her idea," Chris explained. "It was a windy two-race day on the Circle, and we beat her up pretty badly... I think it's the last racing she'll do for a while!"). Sailing talent apparently runs deep in the Perkins family — all three brothers have been captains of the sailing team at UC Santa Barbara.

**ISLANDER BAHAMA 24
"Alternative"**



**Michael Sheets
Golden Gate YC**

This is the third year in a row that Michael Sheets has won the Islander Bahama 24 ODCA championship, and it may be his last. "I'm a little burned out on racing," admits Mike, an industrial mechanic in San Francisco. "Winning is like a drug — you just want more and more of it. Ultimately, it becomes a bit stressful..."

Sheets previously owned an O'Day Day Sailer and a Santana 22 before moving up to the IB/24 in '83. His crew for the last three years has been Duane Schultz (pit/trimmer), Charlie Williams (main), and Ike Cooper (foredeck). "It's a great crew — everyone can do any job on the boat," says Mike. "We work on a seniority system, though: you start up front and work your way back to the cockpit!"

Sheets' main competitors in the slumping IB/24 class were *Kahada* ("the up-and-comers") and *Menehune*, which belongs to and is steered by his wife, Sandi. They met through sailing IB/24s several years ago, became friends on a bigger boat in the Catalina Race, and were married a year ago. "It was a giggle racing against each other, but we don't want to do it again," allows Mike. "We don't cut each other any slack out there. I've shoved her over the line, and she's made me do a few 720s. But we always laugh about it later!"

Both the Sheets' boats are for sale after last season: "It's time to do something else for awhile," figures Mike, "We're thinking of moving up to a Pearson Vanguard and becoming cruisers."

**ARIEL
"Pathfinder"**



**Ernest Rideout
Santa Cruz YC**

"I'm the driver because when you get to be my age, you take the easy job — it's too damn hard to crew," laughs 71-year-old Ernie Rideout, a retired school principal. That's just fine with his boat partners, Ed Ekers, the firechief in Santa Cruz, and Barbara Reichle, a retired nurse, who trim main and headsails respectively. Doug Madeley rounded out the crew this year.

The four Santa Cruz sailors commuted to Alameda, where *Pathfinder* was stabled for the summer months, beginning at 5 a.m. on race mornings. Rideout and his crew, all of whom teach sailing at the O'Neill Sailing School, have been doing this for three YRA seasons now, coming in third and fourth previous to their overall win this year. "It's good, tight racing: most of the time the top three boat were within talking distance of each other. There wasn't even any time to light a cigar!"

"We won because my crew keeps improving. My skills are at a standstill," says Ernie. "We were really proud to finally beat Don Morrison, who's won the championship something like 19 times."

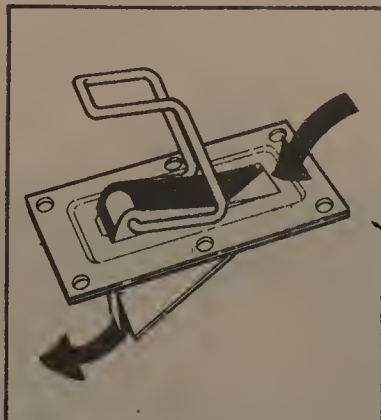
Rideout's racing career began 58 years ago on a 42-ft yawl called *Pathfinder*, which his current boat is named after. He's owned and skippered too many boats to mention, winning YRA championships since 1956. Rideout's also given a lot back to the sport: he's been commodore of the Santa Cruz YC and the Windjammer YC, and was elected Santa Cruz YC's Yachtsman of the Year in 1984.

2) *Illusion*, Shaw/Adams/Alexander/Buhl, StFYC; 3) *Exocet*, K. Milne, StFYC. (39 entered; 26 qualified)

2) *Kahada*, Daniel Bjork, BVBC; 3) *Menehune*, Sandi Harris Sheets, GGYC. (6 entered; 5 qualified)

2) *Jubilee*, Don Morrison, RYC; 3) *Tempest*, Garry Gast, SFYC. (11 entered; 9 qualified)

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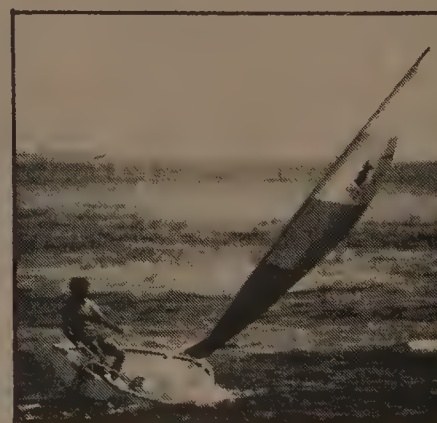
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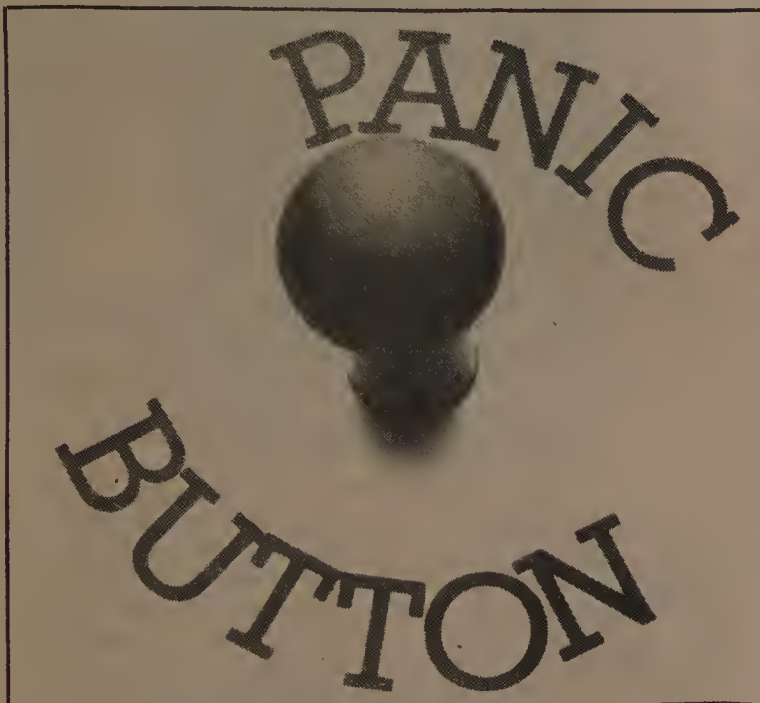
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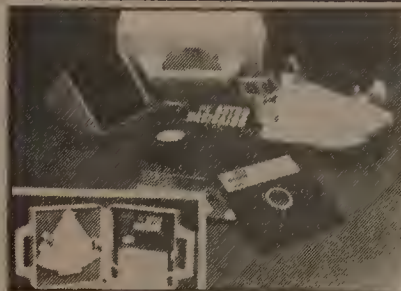


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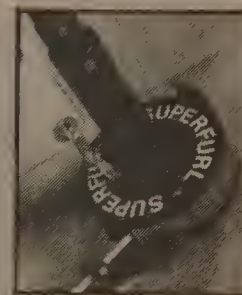


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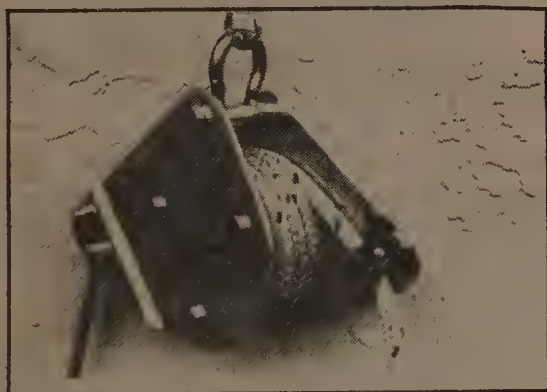


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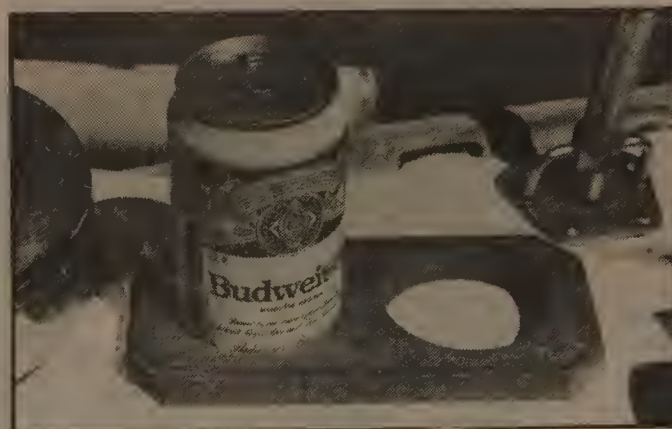


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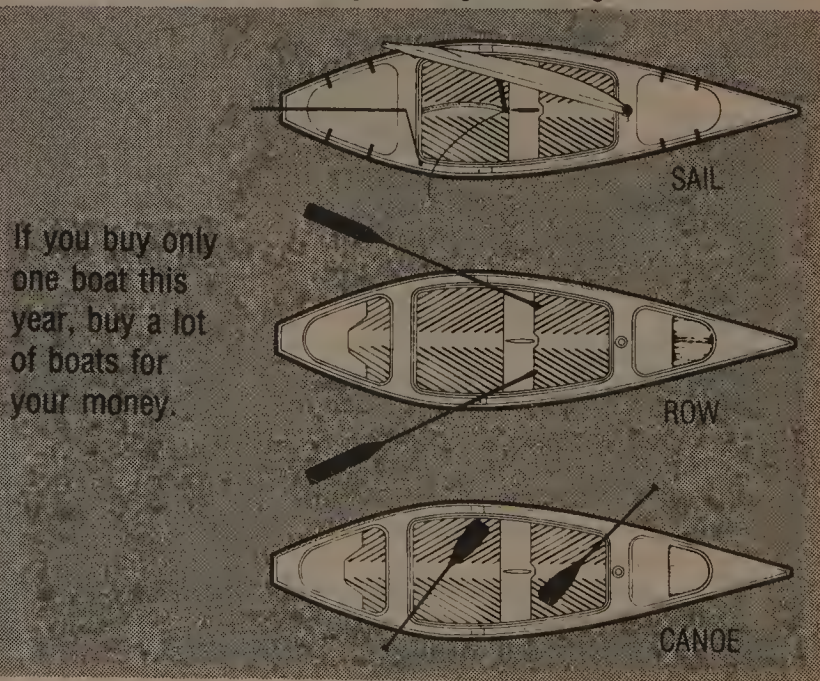
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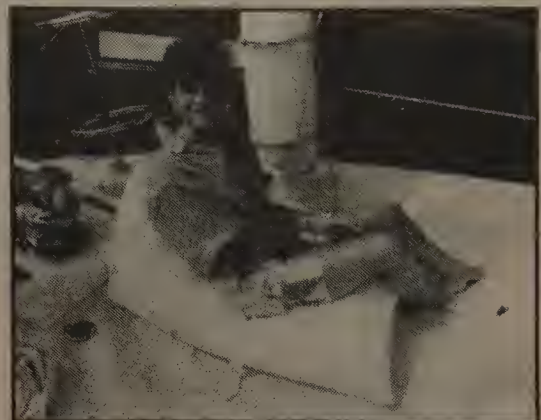


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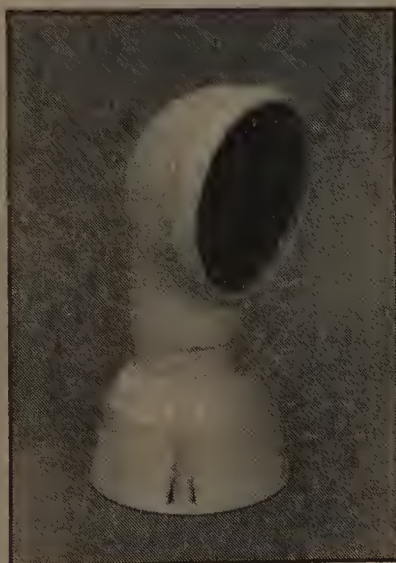


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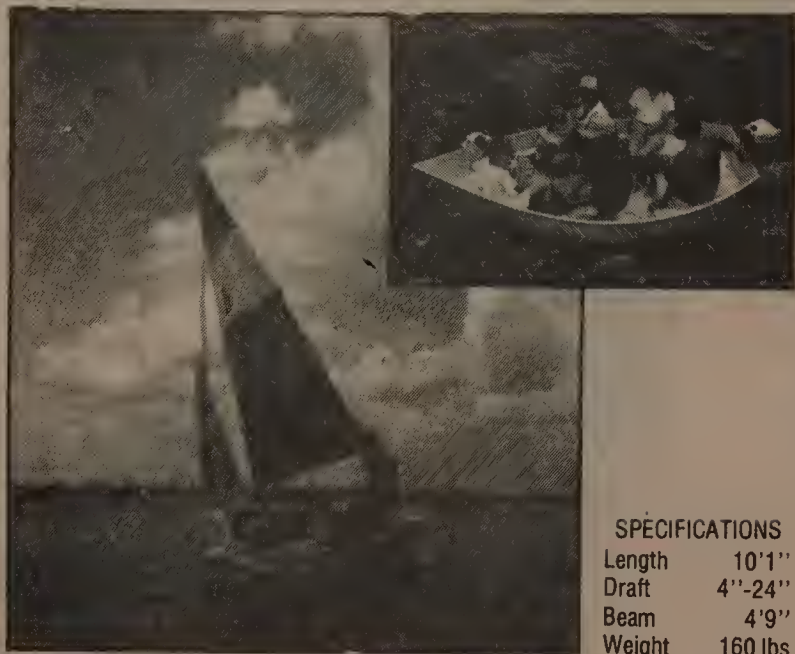
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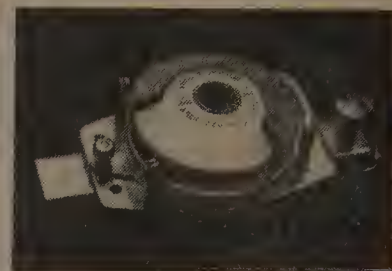


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A quicker and safer way to ascend your mast. Created after years of cruising, the "stirrup" shape was chosen to hold your foot from slipping off the step in a rolling boat. Wide foot pad provides maximum comfort, even barefoot. Steps are made of strong, lightweight aluminum alloy to avoid corrosion with metal masts. Fasteners are widely spaced. Provision is made for halyard anti-fouling system. Specially designed gooves increase your boat's radar reflectivity. Models for metal or wooden masts.

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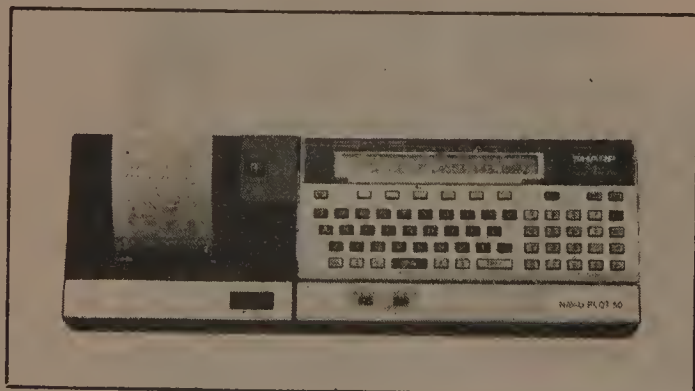


Line Tender by Andersen Stainless

The Andersen Line Tender Winch for roller reefing, travellers and spinnaker pole lifts is offered only in Stainless Steel. The two-way self-tailing winch is ideal for continuous line applications. It features ratchet right, ratchet left and locked positions. It is available with 1 1/4" standard "T" track or plate mounting and designed for top loading handles."

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FROM HARDING TO BLOSSOM—ABOVE OR BELOW ALCATRAZ?

It's a tough call. The course reads "Harding Rock to Starboard," the next mark is Blossom. The shortest distance is a straight line just east of the Rock, but that's not always the best way to go.

Here's how Rick Schuldt, skipper of the YRA Season's Champion Hawkfarm CANNONBALL, looks at the problem.

"On this leg a boat can make up or lose positions quickly. Aboard Cannonball we want to be able to fly the chute all the way. We try to make our decision well before the jibe at Harding after watching the competition and considering the following variables:

"Wind Strength: To avoid the "hole" just behind the island, when it's light we try to go west. In heavy air we often go east of Alcatraz.

“When there is less current it's possible to go above and still carry the chute.”

"Wind Direction: When the true wind is south of about 210° we'll go east of Alcatraz.

"Current: Our preference is to go west in a flood to ride the river of incoming water and avoid sitting in the cone. With a big flood there's often no choice, we have to go below.

"When there is less current it's possible to go above and still carry the chute. By ranging on Little Alcatraz we know if we're making it. We're always alert—ready to drop the spinnaker, reach up and then reset quickly!

"In a heavy ebb with wind we like to go below and let the current set us up to the mark at a good hot angle. Boats going the other way may gain initially by playing



PHOTO BY JIM BACON

the current relief west of Alcatraz. After clearing its protection they must run dead down against the ebb all the way to Blossom.

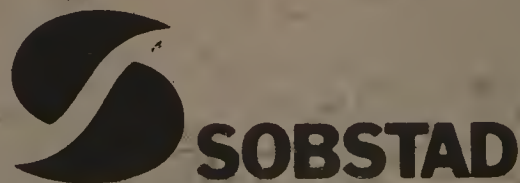
“Our preference is to go west in a flood...”

"Spinnaker handling ability: With our regular crew this is never a problem. With different people, less weight, a fuller chute or another boat we might not be as aggressive."



In addition to a SOBSTAD main and class lapper, CANNONBALL is raced with just one chute, a SOBSTAD "Rocked Panel" Triradial. The boat is very fast running because this sail is easy to fly with maximum projected area. When they harden up onto a reach that same spinnaker spreads flat with a smooth, manageable shape and a clean, open leech.

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THE WORLD

*With reports this month on the **Whitsunday Islands**; becoming a **Charter Operator** in the Caribbean; chartering with **Young Children**; **Competition Chartering**; and, **Charter Notes**.*

The Whitsunday Islands

After 15 years of running Oakland's Pineapple Sails, what do you suppose sailmakers Kame and Sally Richards would do for their first vacation? Right, go sailing.

Actually, their bareboat charter in Australia's Whitsunday Islands was the idea of Bruce Wright, a Colorado Springs resident who had visited the the island group 20 years before while living in Sydney. While most newlyweds like to disappear for their honeymoon, Wright and his new bride thought it would be great to spend a honeymoon on a 37-ft charterboat with two other couples, one of them being Kame and Sally.

It worked out "very, very, very well", according to Kame, in part because the Space Sailor 37 was designed by the late Australian America's Cup hero, Ben Lexan, specifically for chartering. The two cabins aft and one up forward gave everyone private, if not overly roomy, quarters.

The breezes along the Great Barrier

Kame and Sally actually used a blanket as well as a sheet.

Sally was enthralled with the diving for which the Whitsunday's are renowned. "It was wonderful. The coral is young, so you have all different colors as well as brightly colored fish. They had to pull me out by the scruff of the neck each day, I liked it so much."

As with most sailing charters, only a moderate amount of sailing was done. The boat was used mostly as a 'mother ship' from which boardsailing, diving and other adventures originated. Part of the reason was the "terrible" sails that came with the otherwise fine boat. To a professional's eye, the beat up roller furling main and jib were almost too much to abide. When the others wanted to sail, Kame would go below and read so he wouldn't get frustrated. For Kame, the best part of the sailing was the pleasure he took from teaching others the basics.

Kame later learned that some of the

The flight from San Francisco to Honolulu to Sydney took 17 hours, afterwhich it was another 90 minute flight to Hamilton Island in the Whitsundays. The group's stop at the posh and extremely expensive Hamilton Island (pizza and drinks for six came to \$125) was brief before moving on to the charterboat base at Shute Island. The boat was chartered from Bernies Rent A Yacht on the basis of a brochure they mailed to Wright in Colorado. Kame and Sally can recommend the operation, especially if you can get them to guarantee you a boat with better sails.

— latitude

From The Chips To The Chop

Have you ever considered chucking your desk job to become a charter skipper? Doug Tyler, formerly of Silicon Valley, has done just that.

Having grown up in Boston, Tyler moved to California in 1969 and put his nose to the Silicon Valley grindstone. He was a partner, vice-president and general manager of a company called Deltro-Automation, which did "die attaching" for Intel and other manufacturers. The work was hard and involved extensive travel to the Orient. Tyler had done a lot of sailing during his youth in Boston, but was too busy to enjoy the brisk conditions on San Francisco Bay.

By 1981 he tired of the rat-race. Selling out his stake in the local company, he bought a country inn at Lake Placid, New York. He describes it as "not quite as elegant or fun" as the inn Bob Newhart runs on television. A former bobsledder, Tyler also coached the U.S. team that competed in the 1980 Lake Placid Olympics. In fact it was at those Games that he met his Ukrainian wife, Donna Oksana. She was employed as an interpreter.

But like a lot of pale people in the Caribbean, Tyler eventually wearied of the cold winters. Having enjoyed a couple of Windjammer Cruises to St. Martin, Tyler and Oksana decided to buy their own boat and sail the Caribbean. Chartering, they figured, would be one way to offset some of the expenses.

They purchased *Slo-Motion*, a 1978 Cal 46 in Florida and sailed her to the Virgin Islands. As is often the case with



Kame and Sally Richards, back from their Australian charter.

boats are equipped with much better sails; he figures repeat customers get the best sails.

Reef were light to moderate, with the wind topping at about 15 knots for the week. The temperature was terrific; air and water both about 82° during the day. Sometimes it got cool enough a night so they felt like wearing long pants; once it got so cold that



new owners making a first long ocean cruise, it was not a pleasant trip. In fact, the lows spots got so low that Tyler put *Sol-Motion* up for sale when he reached the Virgins.

But having gotten a little rest, and having the bad memories fade a little, he and Donna have decided to stick around a little longer. Initially the two considered doing term charters with honeymooners, but when an opportunity to do day charters came along, they signed up. They work with a company that brokers day charters with the endless cruise ships that make day stops in St. Thomas. When the

Doug and Donna, about to give the charter life a try.

season starts, Tyler is guaranteed two charters a day, three days a week. There are six persons per charter, each of whom pays \$38. Fourteen dollars is split between the broker and the cruise ship; Tyler gets \$24 per person. That's a gross of about \$900 a week, from which he has to deduct crew, lunches and booze.

Tyler figures it's not a bad deal at all, particularly if he can somehow get a couple more days of charters a week. The drawbacks are that it's tedious work that

requires welcoming 75 new faces to your boat each week, and you don't get to cruise the Caribbean. Then, too, the season doesn't last forever.

Tyler doesn't figure it's a permanent gig, but it will get the cash flowing for the one-time Silicon Valley refugee. That's assuming, of course, he passes the captain's license exam for which he's currently cramming.

— latitude

Chartering With Young Children

A Tiburon women called us inquiring how old children should be to take along on a charter. While there is no exact answer to this question, we can offer some advice based on our own experience.

Very young babies, with the doctor's good wishes, are good candidates for chartering. You just bring along a car seat and kept it wedged in tight down below or in the cockpit. Such babies are still light enough to be lugged around without too much trouble. In fact, a much better question is not whether the baby is ready for a charter, but whether the recuperating mother is ready for a charter. Mom would probably be much more inclined to consent to a crewed charter, where she doesn't have to worry about shopping, cooking, cleaning, and where she's got built in babysitters. Alas, some crewed charter boats specifically don't want young babies along.

It seems to us that infants become much charterable when they become ambulatory — usually between 10 and 13 months. When infants are learning to walk, they really want to learn to walk, and they couldn't care less if it's on a solid sidewalk or a precariously rolling boat. It's been our experience that a child learning to walk on a boat is a child that's going to suffer a lot of bruises. Then, too, there's the toll that the ambulatory child takes on Mom and Pop. Few charter boats, bareboat or crewed, have netting around the deck or are otherwise babyproofed. Consequently such infants need to be watched every second. This isn't particularly compatible with letting Mom and Dad's minds and bodies unwind to the sensations of soft tropical breezes.

Around age three, things take a big change for the better. For one thing, you can talk to your child. While he or she

probably won't listen, at least they'll have a pretty good idea if you're alerting them to imminent danger. "Great Scott, don't you dare hang off the stern pulpit!" for example. Three-year olds also have usually developed some semblance of control over their bowels, so you don't have to drag boxes of Pampers all over creation. They also eat adult food; at least when it's cut up and mashed. They even do some of their own walking.

The real great thing about three-year olds on a charter is that they've begun to take an tremendous interest in nature, of which you see a lot of when sailing. Fish, clouds, waves, beaches, squalls, birds — they truly love it all.

Three year olds are also surprisingly durable. We chartered a 47-ft boat in the Sea of Cortez when our kids were three-years and four-years respectively. We spent the entire first afternoon motoring into 30 to 40-knot winds and building seas. Ma and Pa hung on in the cockpit, enduring the situation. Our 19-year old babysitter spent the afternoon tossing her cookies, and would have gladly sold her soul to the devil to be back on dry land.

The kids? The spent most of the afternoon up in the vee-berth being bounced around unmercifully with every

wave. They thought it was so much fun, better than any ride at Disneyland. "Can't you make it bounce higher?" they'd ask.

After kids reach age three, we figure you can take kids on just about any charter. Actually, we feel stronger about it than that. After the kids turn three, a charter is more fun if you bring them along.

— latitude

Competition Charter

As a Captain for Delta Airlines, I've been competing in the International Airline Regatta — sponsored by Air BVI, The Moorings and North/South Charters — for a few years. This year, I took 14 members of the Elkhorn YC of Moss Landing (Monterey Bay) with me to crew the Delta entries.

The 1988 Regatta was held in October, with 15 teams sailing races of 19, 23 and 27 miles and using different islands as marks. Each airline team consisted of a boat in each of four classes: Moorings 37, C&C 41, Moorings 432 and Moorings 51's. Since not all airlines could field an entire team, some were grouped together. For

Little boys love to drive big boats — almost as much as little girls do.



example, Finnair campaigned six boats while Saudi Air had only one. As you might imagine, this resulted in some interesting national flag/team combinations showing up at the starting line!

I skippered a Moorings 37 with five Elkhorn YC crewmembers. Fellow Delta Captain Bob Lomba skippered a C&C 41 with five Elkhorn YC members.

With tropical storm Helene dissipating to the northeast and tropical storm Joan building to the southeast, we had just about every possible wind and current combination imaginable. But the nature of people who chose to sail Monterey Bay is not to be intimidated by the weather, and Captain Lomba's Elkhorn crew (all of whom were Caribbean first-timers except for Captain Lomba) pressed the challenge to all comers, including some crews who were on their seventh such regatta, and others, such as Air Jamaica and Air BVI, who had exceptional local knowledge.

Captain Lomba and his Elkhorn crew won First in Class, all the more commendable when you realize that none of them had sailed together before, as well as Best U.S. Yacht!

Since we'd collected two of the most prestigious trophies, plus a bottle of Finlandia vodka for winning the "Miss Congeniality" award from the Finnair guys, and since we were beginning to suffer fog withdrawal symptoms, we decided to head back to the west coast to chill out until next year's big challenge.

Monterey Peninsula and Santa Cruz yacht clubs, eat your hearts out!

— tim clifford eyc



OF CHARTERING



COURTESY PALMIRA MARINA

The Palmira Marina in La Paz, shown during construction, is homeport to some of Baja's charterboats.

Usually the biggest hazard for charterers is too much booze, an unseen reef or a balky refrigerator. But at beautiful Soufriere Bay, beneath the dramatic Pitons at St. Lucia in the Caribbean, there's an elephant that's apparently become a hazard, too.

Bupa was brought to St. Lucia to help build — and perhaps be an attraction — at a resort that was scheduled to open five years ago. That resort never got off the ground and Bupa was more or less abandoned to the sporadic care of Rastas who live in the area.

When you anchor for the night near the Pitons, the conditions are such that you have to secure your boat's stern to a tree on shore. The social climate in the area is such that you *must* hire one of the locals boys to perform the job — or suffer the consequences. This form of extortion has been accepted as part of the St. Lucian culture.

The area where boats are tied stern-to to the trees is the area that Bupa calls home. Normally he's quite friendly. The exception, we've been told, is when the Rastas, who hold pot to be a sacramental herb, start blowing smoke up Bupa's trunk. A stoned elephant is said to be a mischievous elephant at best. When Bupa gets really loaded, he's apparently been known to untie all the stern lines run ashore. Thus many boats end up banging against each other in the night. It's just another hazard of having fun.

How soon is too soon? If you're thinking about chartering a popular boat at

a popular area at a peak time — say the Virgins during Christmas or Easter — you can't expect to get a boat by waiting until a month or two before those peak dates. Reserve well in advance or you face the possibility of being shut out or having to take whatever cancellations may pop up. The same holds true for airline reservations.

The sailing world is a small one. During a November flight to the Virgin Islands from Miami, we found ourselves seated behind a fellow who kept paging through a charter brochure. After introducing ourselves, we learned it was **Mark Beck** of Petaluma. A pilot for Flying Tigers, Beck was one his way to meet his wife, Debbie, as well Bill Herman and Evelyn Kruse. The group would be doing a one week bareboat charter in the Virgins. We hope to have their report in the January issue.

Can anybody recommend a good charter outfit in the Dubrovnik area of **Yugoslavia**? Raymond Hofer, Jr of Lake Villa, Illinois and his family enjoyed a travelling by car in Yugoslavia this summer and are interested in enjoying the area by boat. Can anyone describe their first-hand experience or offer names of reputable charter outfits? All we know about Yugoslavia is what we hear from Palo Alto's Jim Hill who has been cruising there aboard his Farr 55, *Spellbound*. He says it's terrific, to his thinking better than either Turkey or Greece.

Bums or heroes? We suggest that nobody judge a charter outfit on the basis of just one recommendation. There are too many conflicting reports. A year or so back we received a letter from a very unhappy

group that had done a week's bareboat charter with Sun Charters of Antigua. They reported an excessive number of breakdowns and malfunctions, and poor service in getting them resolved. It sounds like it had truly been an unfortunate week.

A few weeks later we were talking to a couple that was soon to take off across the Pacific. Somehow the conversation worked itself around to Sun Charters. The couple was super enthusiastic about the outfit. To paraphrase their words, Sun Charter's terrific boat and exceptional service made their sailing experience so wonderful that they sold their home and belongings to buy a world cruiser. They've already crossed the Pacific.

The moral is that every company and boat has its off weeks. The ones you want to avoid are the boats and companies that



Mark Beck, taking the long flight to fun.

have off weeks 52 times a year, of which thankfully, there are very few.

We'll leave you with the Caribbean charter industry's **unspoken motto**: "If can't have fun chartering in the Caribbean, it's your own damn fault." It's pretty much true.

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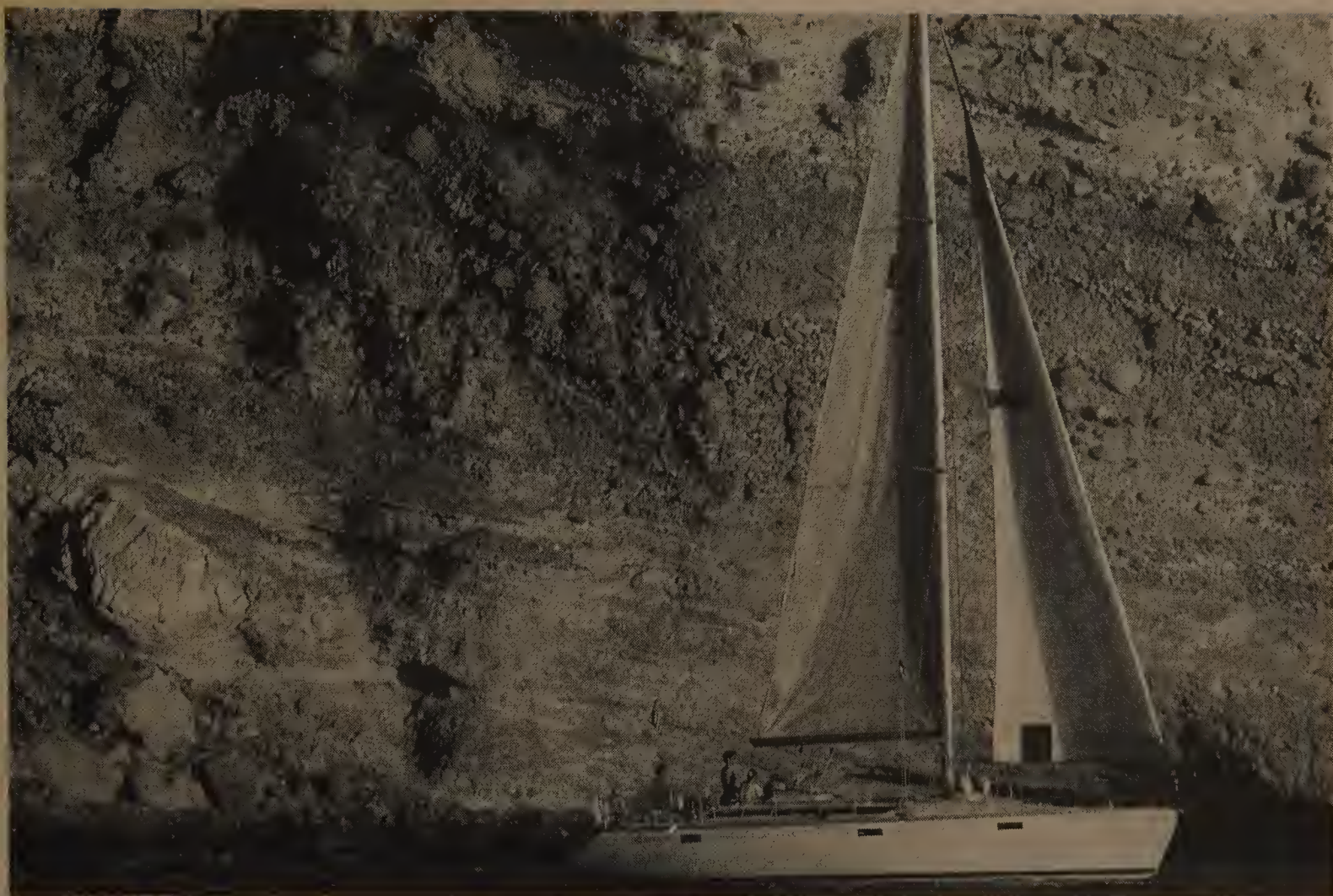
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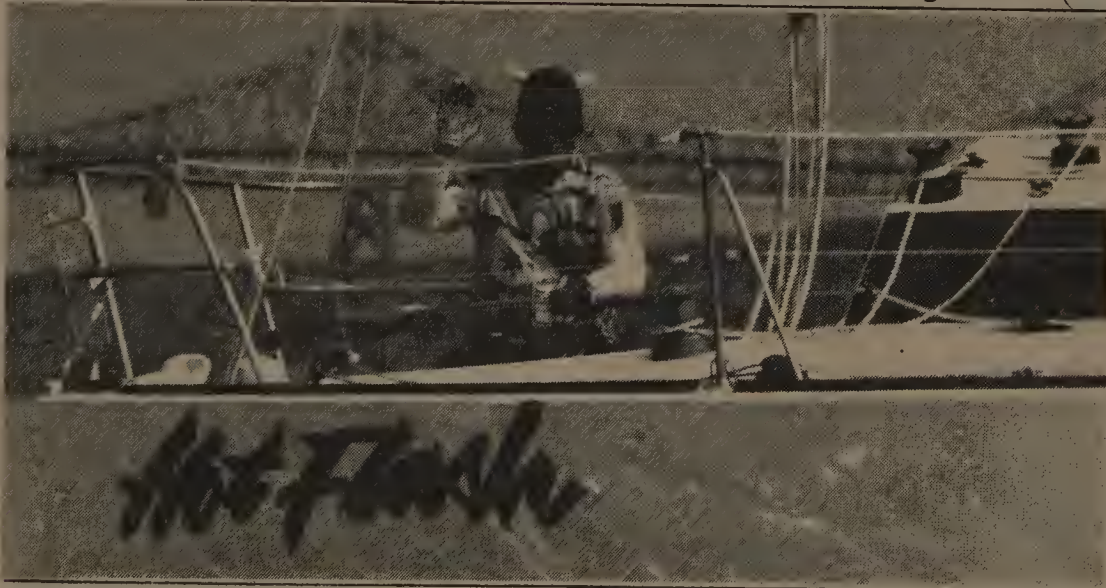
THE RACING

The **midwinters** started up last month, and we've squished results of seven of them into the following pages. You'll also find quick reports on the **Red Rock Regatta**, the **World Corporate Games**, the **Great Pumpkin Regatta**, and the **Marriott Team Racing Invitational**. There's also a report on the **Cerveza Circuit**, the **North South** collegiate regatta, a **Yankee Cup** follow-up, some race results from **Santa Cruz**, a few words from **Bruce Nesbit**, and the usual hodge-podge of **race notes** at the end.

Red Rock Regatta

Forty-five boats — believed to be the most ever — sailed in Tiburon YC's eighth annual goodtime Red Rock Regatta on October 29. A North Bay fall tradition, the RRR is as much an excuse for a Halloween party as a race: at least one crew member in the low-key invitational (it's limited to members of the Tiburon, Loch Lomond and San Rafael YC's) has to wear a

The host Tiburon YC, led by their best racer, Mike Lingsch — who lives aboard his beautiful dark blue Wylie 38 **Alert** — dominated the "real racing", i.e., the spinnaker division. TYC'ers swept the top five places in the spinnaker division, and also claim to have swept the dinner/dance/costume party, which featured the usual RRR debauchery: "rocking" into the wee hours while swilling 75 cent well



costume during the race. More and more lately, the party aspect of the RRR has overshadowed the actual race, probably because there hasn't been any wind for the last two regattas.

But this year, after the usual postponement — "complete with all the usual foolishness," laughed race organizer Caroline Fitz-Gerald — the race limped away from the starting line off Paradise Cay. The course, which naturally included the island that lends the regatta its name, was shortened as what little wind there was faltered.

The devil made him do it. Armed with horns and a Bud, this intrepid warrior came equipped for the Red Rock Regatta.

drinks.

Once again, the prizes were pieces of the Rock, as in Red Rock. And this year, the prize for best costume — sometimes more hotly contested than the race itself — went to the Three Blind Mice (Jean McKechnie, Doreen Britton and Katy Bennett). Runner-up, and our personal favorite, was Mike Levin, who portrayed a Russian ballerina on steroids.

SPINNAKER — 1) **Alert**, Wylie 38, Mike



Lingsch, TYC; 2) **Limelight**, J/30, Harry Blake, TYC; 3) **Animal Farm**, Wylie 28, Claran Phibbs, TYC; 4) **Anonymous**, Islander 30 Mk.II, Ed Perkins, TYC; 5) **Leading Edge**, Wylie 34, Joe Starritt, TYC. (22 boats)

NON-SPINNAKER — 1) **Entrancer**, Santana 27, Scott Taylor, SRYC; 2) **Viva**, Catalina 30, Don Elliott, LLYC; 3) **Splash**, Cal 2-27, Don Walder, TYC; 4) **Luna Sea**, Catalina 30, Dane Faber, LLYC; 5) **El Vono**, Ericson 27, Ken Anderson, TYC. (23 boats)

Cerveza Circuit Update

First, the good news — Del Rey YC's tenth annual Puerto Vallarta Race on February 18 has already attracted a dozen or so of an "expected 30-40 entries." The 1,125-mile chute ride to PV — the longest race on the Mexico circuit — will offer classes for IOR and PHRF, as well as for ORCA catamarans. Early birds among the sleds include **Pyewacket**, **Cheval**, the hot new **Silver Bullet**, Ed McDowell's new-to-him **Grand Illusion** (ex-Hotel California), and Carl Eichenlaub's chartered **Citius**. Other notable entries include Monte Livingston's **Checkmate**, coming out of mothballs, John "Mr. Mexico" Williamson's **Pericus**, and Rudy Choy's jumbo cat **Aikane**.

Now, the bad news: MEXORC, one of the truly great sailing events, was cancelled

CAROLINE FITZ-GERALD



Blondie and Swiftsure III mixing it up off Cabo in the low-key Governor's Cup.

this year. Originally scheduled for March 4-11, the regatta simply didn't generate enough interest to warrant being held this year. "We'll probably become a biennial event held each year after the Manzanillo Race," says promoter Jeff Littell, "It'll be that much bigger and better if we only hold it every two years."

How that will affect the PV race — which will lose its draw as a MEXORC feeder, in addition to already competing with Newport Harbor YC's March 11 Cabo Race — is anyone's guess. Rumor has it that the NYHC Cabo Race, the traditional TransPac tune-up that's strictly an IOR race, will have 15 sleds and a bunch of SC 50s in it this year. If that's true, we're not sure where the rest of the PV Race entries are coming from...Anyway, we'll keep you posted.

Yankee Cup Revisited

As we went to press last month, the results of the Yankee Cup — the HDA overall championship — were still up in the air. To refresh your memory: Rick Caskey's Olson 911S *Wave Train* had won the

series, but was being protested by Jan Borjeson's Farr 1020 *Sail La Vie* for a mark rounding infraction in the first race. *Pearl*, Bill Riley's hot Olson 25, was sitting in second place, waiting in the wings to move into first if *Wave Train* lost the protest.

That's exactly what happened, although Caskey will appeal the decision of the Sausalito Cruising Club protest committee. The crux of the protest was this: *Wave Train* hit Crissy buoy (while leading the fleet boat-for-boat) and had to reround it. The rules state that from the instant a yacht begins to reround, she has no rights until she has cleared the mark and is back on the proper course to the next mark. Just as *Wave Train* was finishing/had finished the rerounding, she was smacked from behind by *Sail La Vie*. Caskey maintains that he was back on course to the next mark when the impact occurred, and he was surprised to have lost the protest.

But, as anyone who's raced long enough knows, anything can happen when you venture into "the room". "My advice is to try to stay out of there (the protest room)," says Rick, who hasn't lost his sense of humor about the incident: "Looking on

the bright side, at least we won't get the traditional six second a mile penalty to our rating for winning the regatta!"

As mentioned earlier, the case is being appealed, and it may take months before it's resolved. For this month at least, the top finishers in the Yankee Cup are: 1) *Pearl*, 2) *Fast Company* (Farr 1020), and 3) *Tres Equis* (Beneteau 35).

World Corporate Games

It seems like almost everyone who entered the sailing portion of the inaugural World Corporate Games went home with a medal — at the very least they went home smiling. "I had a great time," said winning J/24 skipper Chris Perkins, a 27-year-old manager with the San Francisco accounting firm of Ernst & Whinney. "It was the first time in my career that I got to tell a few partners what to do!"

Perkins, the reigning king of the Bay J/24 fleet, and his all Ernst & Whinney team (Bill LeRoy, who owns the Contessa 35 *Blue Blazer*, Sandy McKean, Lucy Carrico, Roger DeLusignan) accounted themselves well, putting together a 1,2,2,1,2,3,4 record in the seven race, no throwout series. Perkins apparently didn't miss sailing with his regular all-star crew, but allowed, "We were lucky it didn't blow very hard during the regatta!"

The J/24 races, held on the Berkeley Circle, were sponsored by Spinnaker Sailing and directed by race consultant Jim Taylor. With Rule 26 (anti-advertising) waived, several of the boats sported large corporate logos on their spinnakers, furthering the spirit of inter-company competition. Competition in the Games — sailing was only one of 20 events held between October 22 and November 5 — was open to employees and family of any corporate entity worldwide.

Consistency was the key to winning the series: Mike LaHorgue's Damon Raike effort had a hot series but was DSQ'd in one race by Morgan Fraser Ltd., effectively costing them a shot at winning the series. The City of San Francisco Bureau of Street Cleaning group — which we picked last month to "clean up" the regatta — sailed consistently, but unfortunately at the wrong end of the pack. They finished DFL, buckling under the pressure of being picked by *Latitude* to "sweep" the regatta.

LATITUDE/ROB

THE RACING

Only six contestants entered the Laser sailing, which was held off the St. Francis Yacht Club. Peter Seidenberg, a 50ish Laser master champion, came down from Canada to steamroll the competition. Eight boardsailors competed off Crissy Field, again displaying colorful corporate logos on their mylar sails. Shaklee Corporation fielded the strongest team — three men from their Hawaiian office — but Airco Coating Technology's Vladimir Moroz won the gold.

Actually, every Laser and Boardsailer took home a medal: contestants sailed in different age groups within the framework of the overall regatta, and none of these had more than three entries. Therefore, everyone trophied by default — our kind of a regatta.

"Next year, we'll probably only have boardsailing and J/24s," said spokeswoman Lisa Blackaller. "Because of the success of this first event, there will definitely be a second annual World Corporate Games held in San Francisco next fall."

BOARDSAILING — 1) Vladimir Moroz, Airco Coating Technology, 11.5; 2) Tom Stone, Shaklee, 13.5; 3) Keith Stahnke, Pler 39, 17.5; 4) Eric Kobayashi, Shaklee, 27; 5) John Twelker, Shaklee, 29. (8 boards)

LASER — 1) Peter Seidenberg, Ontario Sailing Association, 10 points; 2) Mike France, Progressive Assets, 14.5; 3) Kim Zetterberg, Pontiac Corp. (6 boats)

J/24 — 1) Ernst & Whinney, Chris Perkins, 14.5 points; 2) Bryan's Quality Meats, Terry Flannery, 20.25; 3) Pier 39, Ray Delrich, 25.75; 4) Damon Raike & Co., Mike LaHorgue, 27.25; 5) Trillium Test Systems, 35. (14 boats)

Noodling with Nesbit

"Sailboat racing, though not sailing in general, is down lately," says Bruce Nesbit, a member of Richmond YC and owner of the Cal 2-27 *Zephyr*. Nesbit wears two big hats this year — those of chairman of the San Francisco YRA and president of ODCA — so we figured he'd be the voice of authority to comment on the recent decline of YRA.

Nesbit, who has obviously given the subject a lot of thought, cited four reasons for falling participation in YRA: "First, we aren't marketing our racing very well — we need to get the message out that it's fun! Second, we're now competing with other recreational alternatives, such as



sailboarding and mountain biking. Third, the field is so saturated with used boats that there aren't any new class-racers being built. Where's the next Express 27 or Islander 36 class coming from? And last, there's too many other forms of racing that are, quite frankly, equally satisfying — for example, the Scotts-to-Scotts race, the Volvo Regatta, and the Catalina Race."

Bruce would welcome phone calls (389-1708, nights) if anyone would like information on YRA or has any input on the how to reverse the downtrend in local sailboat racing. Also, feel free to drop us a letter here at *Latitude* if you have any insights into the problem, or — better yet — any solutions.

Santa Cruz Fall Wrap-Up

The Santa Cruz fall sailing season ended in early November. Results of the Santa Cruz Ocean Racing Extravanga (SCORE) and One Design circuits follow. Each was a four race (no throwout) series sailed in mostly light air.

SCORE A — 1) Animal House, Olson 30, Tom Akrop/Matt Lezin, 6.75 points; 2) Pacific High, SOB 30, Don Snyder/Dennis Bassano, 15; 3) Tsirls, Olson 29, Dan Nataki, 15.

SCORE B — 1) Cookie Monster, J/24, Dave Jones, 7.5 points; 2) Variety Show, SC 27, Rob Schuyler, 8.75; 3) Mistress Quickly, SC 27, Larry Weaver, 18.

SCORE C — 1) For Sure, Santana 22, Eric Peterson, 4.5 points; 2) Peterbuilt, Peterson 34, Dan Matarangas, 10; 3) Sunflower, Cal 2-27, Russ Cline, 11.75.

SANTANA 22 — 1) For Sure, Eric Peterson, 2) Rick's Place, Larry Comstock. (7 boats)

RANGER 23 — 1) Serendipity, Chuck Hagerty. (3 boats)

Painted ships on a painted ocean: the Red Rock fleet waits for the breeze.

MOORE 24 — 1) Foamy, Alan Wirtanen; 2) Mooregasm, Morgan Larson; 3) Banzai, John McDougall. (13 boats)

J/24 — 1) Cookie Monster, Dave Jones. (4 boats)

SOLING — 1) Wizard, Andy Carson. (4 boats)

OLSON 25 — 1) Valkyrie, Dick Duoos; 2) Robin Kay, Ron Riley. (5 boats)

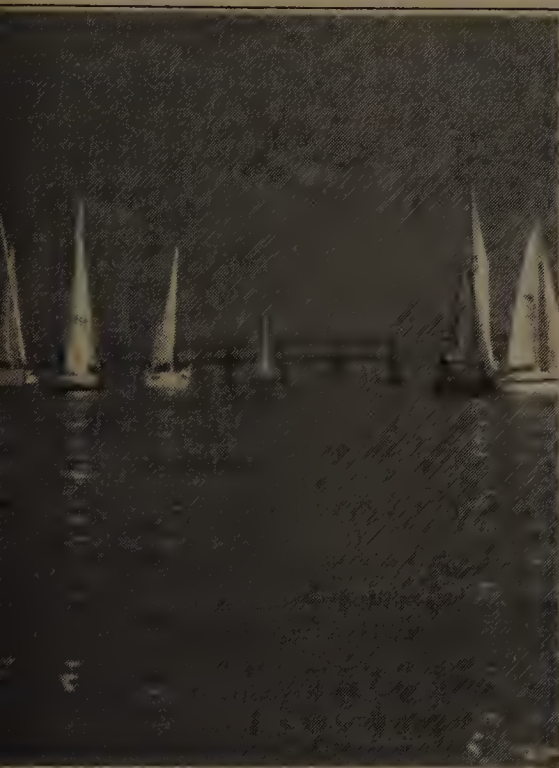
SC 27 — 1) Dynaflo, Mark Dini; 2) Mistress Quickly, Larry Weaver; 3) Medusa, Shep Kett. (9 boats)

Collegiate Sailing Update

Fifteen colleges competed in the annual North South Regatta — probably the most important West Coast collegiate event held in the fall — on the November 5-6 at Lake Lopez. Cal Poly SLO ran the six division (four varsity and two JV) regatta, which was held in FJs and Lasers in winds ranging from 3-15 knots.

The regatta is situated right between the northern and southern schools and most of the colleges rent Winnebagos to camp out in for the weekend. USC once again wins the award for the largest Winnebago, with Cal coming in a close second by bringing two 'Bagos. Stanford camped out in tents that were virtually impossible to sabotage, though everyone tried their best.

After a whopping 72 races, UC Irvine won and Stanford was second. The regatta was a coach's nightmare to follow, as there were so many divisions to keep track of. For instance, Cal was so busy trying to beat out Stanford for second place, they didn't notice that USC had snatched third



CAROLINE FITZ-GERALD

place from them by a mere two points. This wasn't the only place where two points would mean so much: Stanford beat Cal by two points to win the JV division. With so many races, one can pick up two points in countless situations — and Cal was counting the situations all the way home.

The following weekend was the Stanford Fall Invite (a two division FJ regatta), which was held in conjunction with an alumni luncheon to dedicate their new fleet of FJs. The luncheon occurred in the middle of Saturday's racing, which Cal was winning at the time — a fact that the enthusiastic Cal sailors made sure was not lost on the Stanford alumni. Stanford bounced back, however; by Sunday's dinner, they'd wrapped up the series.

- bryan mcdonald, cal sailing team captain

NORTH SOUTH — 1) Irvine, 120 points; 2) Stanford, 168; 3) USC, 216; 4) Cal, 218; 5) UCSB, 321; 6) U. Washington, 335; 7) U. Hawaii, 352; 8) UCSD, 365; 9) UCLA, 412; 10) SDSU, 445. (15 schools)

STANFORD FALL INVITE — 1) Stanford; 2) Cal; 3) UCSC; 4) SDSU; 5) USC; 6) Davis. (6 schools)

WEST COAST COLLEGIATE RANKING (top 5) — 1) UCI; 2) Stanford; 3) Cal; 4) USC; 5) UCSB.

Great Pumpkin Regatta

Richmond YC's fourth annual Great Pumpkin Regatta offered a lot of laughs for 99 boats in eleven classes, as well as just enough "real" racing to keep things interesting. Billing itself as "The Revenge of the Killer One Designs", the October 29-30 regatta consisted of one light air race on Saturday (there wasn't enough wind to get

in a second one), a savage Halloween party on Saturday night and the strictly for fun around Angel Island pursuit race on Sunday.

Our vote for best performance of the weekend goes to Russ Johnson's and Leon Daniels' Express 27 *Leon Russell*, which trophied on Saturday in the largest fleet (22 boats) and also won the pursuit race overall for the second year in a row. On top of that, they showed their true genius by being the only boat to score 100% on the trivia quiz (sample: Which of the following places weren't named for the ship that hit it? Tennessee Valley, Ano Nuevo, Noon Day Rock, Pigson Point).

About the only things *Leon Russell* didn't win were the costume contest, which the "sharks" off *Great White* won, and the dance contest. The latter competition went to a Caesar and Cleopatra costumed couple off *Free Spirit*, who got down and gated on the dance floor while the eight-piece reggae band played a marathon version of "Louie, Louie." Guess you had to be there.

SANTANA 22 — 1) *Gust Buster*, John Orfali; 2) *Tara*, Howard Brun; 3) *Diana*, John Skinner. (12 boats)

ETCHELLS 22 — 1) *Horseless Headman*, Bill Barton; 2) *600*, Eason/Mohn; 3) *Moby Nick*, Nick Haralambides. (13 boats)

SOLINGS — 1) *Delusions*, Bob Baldino. (4 boats)

CAL 2-27 — 1) *Summer*, Paul Shinoff; 2) *Con Carino*, Gary Albright; 3) *Temptation*, Rollye Whiskerson. (10 boats)

J/24 — 1) *Sgt. Schultz*, Dan Simmons; 2) *Bad Squash*, Peter Young; 3) *Magic Dancer*, Sanchez/Shimer. (13 boats)

EXPRESS 27 — 1) *Salty Hotel*, Mark Halman; 2) *Leon Russell*, Daniels/Johnson; 3) *Featherhead*, Rettie/Castle. (22 boats)

EXPRESS 37 — 1) *Re-Quest*, Glenn Isaacson; 2) *Pazzo Express*, Ted Wilson. (8 boats)

HAWKFARM — 1) *Warhawk*, Patience/Morgan; 2) *El Gavilan*, Chris Nash. (6 boats)

NEWPORT 30 — 1) *Roquefort*, Bob Marshall. (4 boats)

CAL 2-29 — 1) *Alpha Dog*, Joe Roubal. (3 boats)

RANGER 23 — 1) *Windsong*, N. Sitar. (4 boats)

GREAT PUMPKIN PURSUIT RACE — 1) *Leon Russell*; 2) *Mercedes* (Hawkfarm); 3) *Warhawk*; 4) *El Gavilan*; 5) *Tumbleweed* (Etchells 22); 6) *Jalapeno* (Express 27); 7) *Great White* (Express 27); 8) *Nighthawk* (Hawkfarm); 9) *Entrophy* (Etchells 22); 10) *Salty Hotel*.

Marriott Team Racing Invitational

Six different fleets and over 40 boats

MIDWINTER RACE RESULTS

Golden Gate YC Midwinters

The first Golden Gate midwinter race on Sunday, November 6, drew 107 boats out for a sunny afternoon of absolutely gorgeous Cityfront racing. The boats — ranging in size from Al Schultz's big baby blue *Frers 45 Camouflage* (which will spend the winter on the Bay instead of Long Beach) down to Cal 20s — enjoyed superb racing in nine divisions.

"It's days like this that make me glad I moved to Northern California," enthused Sobstad sailmaker Norman Davant, a relatively recent convert from Marina del Rey. Davant skippered *Camouflage* along with owner Schultz in the afterguard to a narrow victory over Rod and Malcolm Parks' well sailed *One Tonner Jazz*. "We're looking forward to mixing it up with *Blade Runner* once they get their new rig installed," said Davant.

IOR — 1) *Camouflage*, Frers 45; 2) *Jazz*, Beneteau One Ton; 3) *Leading Lady*, Peterson 40;

4) *Irrational*, Peterson 41; 5) *Annalise*, Wylie 34. (11 boats)

PHRF I — 1) *Punk Dolphin*, Wylie 39; 2) *Re-Quest*, Express 37; 3) *Equanimity*, J/35; 4) *Melange*, Express 37; 5) *Pazzo Express*, Express 37. (12 boats)

PHRF II — 1) *Gemini*, Baltic 380P; 2) *Yucca*, 8-Meter; 3) *No Name*, Olson 29; 4) *Svendie*, Custom sloop; 5) *Harp*, Catalina 38. (13 boats)

SANTANA 35 — 1) *Swell Dancer*; 2) *Flexible Flyer*; 3) *Excalibur*; 4) *Wide Load*; 5) *Sassenach*. (7 boats)

PHRF III — 1) *Summer Palace*, Express 27; 2) *Gammon*, Tartan 10; 3) *Finest Hour*, Tartan 10; 4) *Louise*, Etchells 22; 5) *Abba-Zaba*, Tartan 10. (12 boats)

PHRF IV — 1) *George*, Olson 25; 2) *Anna-Banana*, Moore 24; 3) *Wanderlust*, Ericson 35; 4) *Juggernaut*, Islander 36; 5) *Magic Jammies*, Wavelength 24. (16 boats)

PHRF V — 1) *Snow Goose*, Santana 30; 2) *Wahope II*, Newport 30; 3) *Boog-a-loo*, Cal 29; 4) *Impulse*, Cal 29; 5) *Amanda*, Newport 30 Mk II. (11 boats)

IOD — 1) *Bolero*; 2) *Assagal*; 3) *Whitecap*; 4) *Undine*; 5) *Accounts Payable*. (7 boats)

THE RACING

took place in the second annual Marriott/D'Anna One Design Team Race Invitational on the Berkeley Circle over the weekend of October 28-30. The format of the regatta — five team races over two days — was the same as last year, although attendance has doubled now that the regatta has been opened to include other than Schock-built boats.

Besides the two title sponsors, other supporters of the light air Halloween weekend event — which drew nicely considering the competition from Richmond YC's nearby Great Pumpkin Regatta — included Marion Sailmakers, Nelson's Marine, International Paints Interlux Division, and the W.D. Schock Corporation. Berkeley YC ran the races; the Berkeley Marina Marriott hosted the nightly cocktail parties, as well as the Saturday evening dinner/dance.

"Most folks are still catching on to the concept of team racing," said race chairman Dick Pino of Marion Sails. "The most advanced team racing occurred in the Santana 35 fleet."

Plans are already underway for next year's event, which is scheduled for the weekend prior to Halloween to avoid



Marriott team racing action: *Tinsley Light* tries to fake *Excalibur* into emulating their sideways spinnaker set. It didn't work.

invitational format, as well as the fun philosophy of no protests."

It was a fun weekend, and as far as we could tell everyone adhered to Rule 8.2 of the sailing instructions: "Skippers are responsible for making every effort to assure that their crew keeps the fun meter pegged, both ashore and afloat, for the

another head-on conflict with the popular Great Pumpkin Regatta. According to regatta organizer Shelley Graham, "We'll maintain a team-race, one-design,

MIDWINTER RACE RESULTS — CONT'D

PHRF 6 — 1) *Freyja*, Catalina 27; 2) *Toots*, Thunderbird; 3) *Jambalaya*, Ranger 26; 4) *Menehune*, Islander Bahama 24; 5) *Allegria*, Cal 25. (18 boats)

SCC Midwinters

Forty-four boats in seven divisions showed up for the first Sausalito Cruising Club midwinter race at Little Harding on November 5. As always, this low-key series drew an inordinate amount of Ranger 23s and Bears, and the usual smattering of other Sausalito-based boats.

Under blue skies and middle-of-the-#1-jib conditions, the fleet beat to Yellow Bluff, ran to Blossom, reached to Knox and then beat to the Little Harding finish.

DIVISION I (0-169) — 1) George Olson 25, Steve Roberts, CSC; 2) Blitz, Express 37, George Neill, RYC; 3) Hot Flash, J/30, George Kokalis. (7 boats)

DIVISION II (170-up) — 1) *Smokey*, Ranger 23, John Nelson, CSC; 2) *Windfall*, Ranger 26, Roy Kinney, PYC; 3) *Nebula*, Cal 28, Neil Mosher, CSC. (11 boats)

DIVISION III (non-spinnaker) — 1) *Amanda*, Newport 30 Mk II, Pat Broderick, IYC; 2) *Shazam!*, Santana 22, Bud Skandkulla; 3) *Inshallah*, Santana 22, Shirley Bates, SYC. (6 boats)

COL. CHALLENGERS — 1) *Osprey*, Jim Adams, SCC; 2) *Rurik*, George Gromeko, LGYC. (4 boats)

GOLDEN GATES — 1) *Sanderling*, Bob Counts, SCC; 2) *Osprey*, Pete Sears, SCC. (4 boats)

TRITONS — 1) *My Way*, Lowell Jett, SCC; 2) *Bolero*, Ely Gilliam, BVBC. (4 boats)

BEARS — 1) *Circus*, Bob Jones, SCC; 2) *Little Dipper*, Joe Bambara, SCC; 3) *Bear Chance*, Glenn Treser, AYC. (8 boats)

BYC/MYCO Midwinters

"We put the new rig in *Summertime Dream* on Friday night, tuned it up on Saturday morning and blew everyone's doors off on Saturday afternoon," said sailmaker Wayne Kipp. "We switched from the #3 to the #1 right before the start, got off clean at the favored end of the line, reached the westerly first, and that was

that! We were so far ahead, it turned into a pleasant lunch cruise instead of a race."

The *Dream*, owned and steered by Corry Cook, won by over eight minutes, the largest margin of victory in the 14 classes of the BYC/MYCO midwinter opener on November 12. A new course was tried out — the so-called "Max Ebb Windshift Course", which is basically a triangle on the Circle, followed by a lap around the Circle skipping every other mark. The idea is that sooner or later, you'll get another windshift; this time, in relatively steady air, it turned the rest of the race into a bunch of fetches.

Sunday's race was cancelled due to predicted gale force winds. According to sailmaker Howie Marion, who was on one of the dozen boats that went out anyway, "We saw winds of around 30 knots as the front went through. Then — wouldn't you know it? — half an hour after the race would have started, conditions were ideal."

duration of the regatta. Any skipper found to be negligent in this regard faces severe public ridicule with his peers, and risks being banned from participation in next year's Marriott Team Race Invitational."

MacGregor 65 — White (*Black Jack*, *Aahs*, *Outlaw*) defeated Blue (*Aviva II*, *Zeus*, *Andiamo*) 4-0.

Santana 35 — Blue (*Excalibur*, *Wide Load*, *Nagisa*, *Firecracker*, *Tinsley Light*) d. White (*Flexible Flyer*, *Sassenach*, *Ragtime*, *Swell Dancer*, *Dance Away*) 5-0.

J/29 — White (*J'Ouvert Mornin'*, *Power Play*, *In the Bagg*) d. Blue (*Smokin' J*, *Advantage II*, *Violation*) 4-1.

CS 30/36 — Blue (*The Sting*, *Snafu*, *No Name*) d. White (*Roman Eagle*, *Champagne*, *Infinity*, *Lil Dude*) 4-1.

Santana 20 — White (*Ferboatin*, *Duck U.*, *Aquila*, *Horizontal Bop*, *Wet Willie*, *Winging It*) d. Blue (*Bullwinkle*, *Gust Ho*, *Moonshadow*, *Maggie Noire*, *Circus Circus*) 5-0.

Race Notes

From bombs to boats: Don't forget June 18th's **Hiroshima Cup**, a 4,000 mile sail from Honolulu to Hiroshima. The race, complete with modest prize money, celebrates the 30th anniversary of the Hiroshima-Honolulu sister-city relationship.



Outside assistance? No, just getting the trivia quiz during the Great Pumpkin pursuit race.

The World Match Racing Championship, originally scheduled for Long Beach last August, will be held in Fremantle, Australia, on December 4-12. Winners of last year's 10 sanctioned international match races — guys like Chris Dickson, Peter Gilmour, Eddie

Owen, et. al. — will compete against each other in equalized Farr 36s to determine who's the champion of champions.

Americans who qualified to compete were John Bertrand, Paul Cayard, Gary Jobson and John Kolius. With no prize money on the line, it's doubtful that all four will make the trek; the only confirmed entry that we know of is St. Francis YC's **John Bertrand**. He'll be

MIDWINTER RACE RESULTS — CONT'D

DIV. A — 1) *Expeditious*, Express 34, Bartz Schneider; 2) *Surefire*, F-3, John & Matt Carter; 3) *Absolute 88*, Wylie 37, Keith MacBeth. (10 boats)

DIV. B — 1) *Dog Lips*, Olson 25, Bruce Bates; 2) *Magic Jammies*, Wavelength 24, Charles Witcher; 3) *Mercedes*, M-24, J. Zerutti. (8 boats)

DIV. C — 1) *Summertime Dream*, Custom 26, Corry Cook; 2) *Share Holder*, Holder 20, Gary Albright; 3) *Grand Slam*, Cal 29, F. Minning. (8 boats)

DIV. D — 1) *Toots*, Thunderbird, Curtis King; 2) *Second Wind*, Thunderbird, Mark Simmons; 3) *Party Line*, Cal 2-27, Nick Barnhill. (12 boats)

DIV. E — 1) *Cinnabar*, Cal 25, Ed Shirk; 2) *Whimsical*, Cal 25, David Stone; 3) *Rainshadow*, Cal 25, Brian Battuello. (8 boats)

SANTANA 22 — 1) *Buffalo Honey*, Lou Fields; 2) *Carlos*, Robert Ward. (7 boats)

J/24 — 1) *Bohica*, Lahorgue/Otterson; 2) *Pee Wee*, John Kostecki; 3) *Grinder*, Jeff Little; 4) *Snow Job*, Bob Richards; 5) *American Beauty*, Ray Delrich. (29 boats)

MERIT 25 — 1) *Chesapeake*, Jim Fair; 2) *Cachalote*, Rob Magoon; 3) *Rajin' Cajun*, Gayle Vial. (7 boats)

EXPRESS 27 — 1) *Friday*, John Liebenberg; 2)

Frog in French, Kame & Sally Richards; 3) *Leon Russell*, Johnson/Daniels. (18 boats)

SANTA CRUZ 27 — 1) *Mystery Eagle*, Roger Sturgeon; 2) *Dynaflo*, Mark & Matt Dini; 3) *Hot Flash*, Regine Boysen-Yee. (8 boats)

J/29 — 1) *Advantage II*, Pat Benedict; 2) *Blazer*, Mike Lambert. (3 boats)

OLSON 30 — 1) *Saint Anne*, Dick Heckman; 2) *Think Fast!*, Albert Holt; 3) *Killer Rabbit*, William Coverdale. (9 boats)

NEWPORT 30 — 1) *Topgallant*, Frank Hinman; 2) *Achates*, Bill Schultz; 3) *Mintaka*, Gerry Brown. (7 boats)

ISLANDER 36 — 1) *Prima Donna*, Eric Warner; 2) *Grumpy Dog*, Cyndy Hessenbrach; 3) *Tom Cat*, Sebastian/Towel. (7 boats)

More Midwinters

Four more midwinter races kicked off on the weekend of November 19-20. Unfortunately, we missed all of them, chained as we were to our word processors in the musty basement of the *Latitude* world headquarters. We were particularly bummed out about this state of affairs on

Saturday, an exceptionally beautiful day for a sail; we cheered up a bit on Sunday, which was grey and cold — a good day to be inside. As it turned out, there was no wind on Sunday anyway, causing the second day of racing in the SFYC and SYC series — which inexplicably both start at noon at Knox — to be abandoned.

Results of the four series follow. Next month, we'll try to take a closer look at each of them.

Encinal YC Jack Frost Series

DIV. A — 1) *Sea Peptide*, Express 34, Fred Voss; 2) *Surefire*, Frers F-3, Jon Carter; 3) *Fast Company*, Farr 1020, Harold Dow. (14 boats)

DIV. B — 1) *Starbuck*, Black Soo, Donald Bogart-Goring; 2) *Playmate*, Ericson 32, John Leavell. (6 boats)

DIV. C — 1) *Twilight Zone*, Merit 25, Paul Kamen; 2) *No Slack*, Olson 25, Bill Thurman. (4 boats)

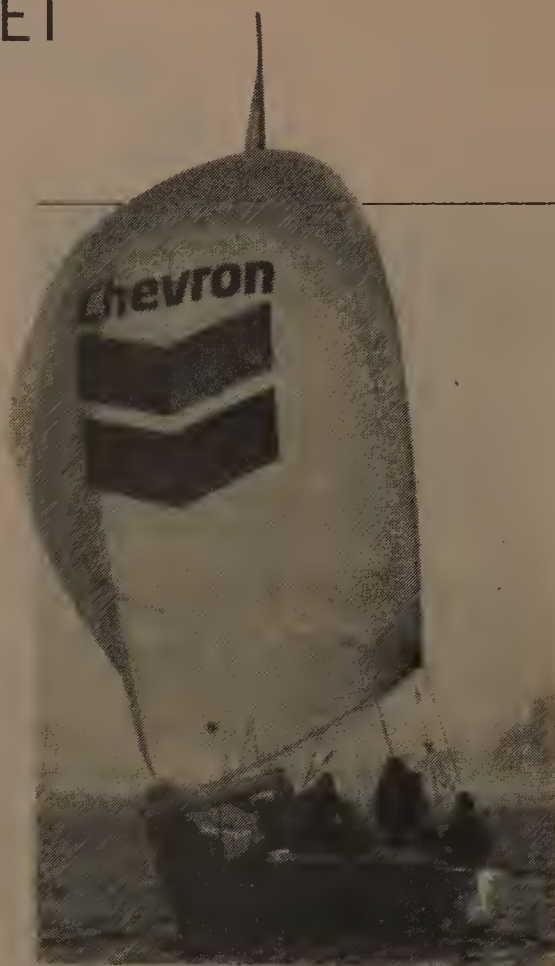
DIV. D — 1) *Grand Slam*, Cal 29, Fred Minning; 2) *Kamala II*, Ranger 29, Bill Keith; 3) *Crinan*, C&C 30, Bill West. (10 boats)

THE RACING SHEET

taking along his regular bowman **Dennis Gruidl**, also of StFYC. JB and Denny, who started sailing together on *Sidewinder* in the last Admiral's Cup, have had a great year together: they came in second in two match races (Congressional Cup and the Citizens Cup in New Zealand); won the One Ton Worlds (*Propaganda*); and won some 50-footer racing in *Fujimo*.

"We're planning on winning this one so we can get invited to the Grundig Cup next year," says Gruidl, "That's where the money is!"

Hawaiian eye: **Race Fest Hawaii** will be the next stop on the Formula 40 circuit after the **Salem ProSail** event in Miami on December 8-11. Scheduled for January 5-15, Race Fest already has seven boats entered: *Biscuits Cantreau* from France (the European F-40 champ two years running), *Data General Aquitaine* (France), *Munegu* (Monaco), *Multihull Research* (Australia), and, from the States, Randy Smyth, Tom Blackaller and Bill Piper (*Adrenalin*). Race Fest will also feature "full bore" offshore power boat racing. ("Full bore" is their terminology, not ours — though we think it's an apt description of that sport.)



LISA BLACKALLER

Remember when only fleet champions were allowed to sport chevrons on their sails? Not so in the World Corporate Games.

Down, but not out: According to their mid-November press release, 74 boats (40 in PHRF, 13 in IOR, 21 in IMS) are "planning to come" to the **1989 AUDI SORC** and several hundred more are "interested, but undecided." If that's true — and we'll believe it when we see it — there may be life in the once-great Southern Ocean Racing Conference after

all.

The SORC Board of Governors, who were nice enough to leave us on their mailing list despite our article last year called "Double Funeral in Florida: SORC and the IMS", have shortened the series to 13 days and cut Nassau off the dance card entirely. The new format kicks off with a buoy race off St. Petersburg on February 23 and ends in Miami with an overnigher in the Gulf Stream on March 6-7. It's too early to know for sure, but it appears the Circuit may have "bottomed out" last year and is now on the way back.

Changing of the guard: Peter Hogg — owner of the remains of *Tainui*, the Newick 40 catamaran that was torpedoed by a whale in the Windjammers Race — recently handed the reins of the **Singlehanded Sailing Society** over to Ants Uiga (Mair 28 *Scoop*). Hogg, the driving force behind the SSS in recent years, will remain on the board as Rear Commodore and Race Chairman for the 1990 SSS TransPac. Other members of the board, which will serve for two years, are Vice Commodore James Durrett (Moore 24 *Anna Banana*), Secretary Patrick Broderick (Newport 30 Mk II *Amanda*) and Herman Trutner (Tartan 41 *Regardless*). Call Ants at 658-8073 for more information on the local singlehanded sailing scene.

The first annual **Junior Women's Sailing Regatta** took place on October 22 at Richmond YC. Sponsored by the Women's Racing Association, the three race regatta brought out a number of young women from junior sailing programs around the Bay. Winners in Division I, for Lasers, Laser IIs and Snipes were Jennifer Fisher in first, followed by Faye Menis and Stacey Cramer. In Division II (El Toros), Melina Hoyer took first place; Rebecca Harris, second.

If it ain't broke, don't fix it: Metropolitan YC recently announced that the 11th annual **Catalina Race** will follow the exact format as their record-obliterating run five months ago. The cruisers (non-spinnaker) will start on Sunday, July 2; everyone else (IOR, PHRF, Multihulls) will head off on Monday, July 3. The victory party will be on Friday, July 7. If you need more information now, or are inclined to offer advice on how to make the race even better next year, call Jon Berg, the race publicity chairman, at 574-1700.

MIDWINTERS — CONT'D

DIV. E (Catalina 30s) — 1) *Mona Too*, David Halaby; 2) *Penny*, Jim Tantillo; 3) *Revision*, David Jacoby. (9 boats)

DIV. F — 1) *Cinnabar*, Cal 25, Ed Shirk; 2) *See Saw*, Cal 20, Steve Woerner. (7 boats)

DIV. G — 1) *Skedaddle*, Ranger 29, Nancy Farum; 2) *Ragtime*, Dan Healy, Santana 22; 3) *Therapy*, Bob Kilian, Sabre 34. (10 boats)

Santa Cruz Midwinters

DIV. I — 1) *Animal House*, Olson 30, Matt Lezin/Tom Akrop; 2) *Outrageous*, Olson 40, Rick Linkemyer; 3) *Impact*, Express 27, Phil Meyers; 4) *Variety Show*, SC 27, Rob Schuyler; 5) *Ciao*, SC 27, Craig French. (21 boats)

DIV. II — 1) *Mooregasm*, Moore 24, Morgan Larson; 2) *Snafu-U*, Moore 24, Tom Connerly; 3) *Adios*, Moore 24, Dave Hodges; 4) *Pathfinder*, Ariel, Ernie Rideout; 5) *Banzai*, Moore 24, John McDougall. (17 boats)

San Francisco YC Midwinters

IOR — 1) *Camouflage*, Frers 45, Davant/Schultz; 2) *National Biscuit*, Schumacher 36, Colin Case; 3) *Annalise*, Wylie 34 mod., Paul Altman. (7 boats)

PHRF I (118 and below) — 1) *Expeditious Express* 34, Bartz Schneider; 2) *Swell Dancer*, Santana 35, Jim Graham; 3) *Excalibur*, Santana 35, Byron Mayo. (8 boats)

PHRF II (120-150) — 1) *Equinox*, Moore 24, Cliff McGuire; 2) *Finest Hour*, Tartan 10, Lambert Thom; 3) *Ollas*, Pearson 10M, Ed Kerwin. (9 boats)

IC — 1) *Boleto*, George Degnan; 2) *Accounts Payable*, Richard Pearce. (5 boats)

PHRF III (158-180) — 1) *Storm Trooper*, J/24, Dinny Waters; 2) *Wahope II*, Newport 30, Walt Wilson; 3) *Electra*, J/24, Rob Cooper. (9 boats)

PHRF IV (182 and above) — 1) *Windfall* (*), Ranger 26, Roy Kinney; 2) *Amante*, Rhodes 19, Kirk Smith. (6 boats)

(*) = protest pending

Sausalito YC Midwinters

DIV. I — 1) *Camille*, Stewart 42, Bill Permar. (1 boat)

DIV. II — 1) *Royal Flush*, Ranger 23, Dan Richard; 2) *Impulse*, Cal 29, Floyd Rector; 3) *Margo*, Cal 27, George Adams. (5 boats)

DIV. III (non-spin.) — 1) *Inshallah*, Santana 22, Shirley Bates; 2) *Low Key*, Ranger 33, Mike Melin; 3) *Footloose*, Vanguard 33, Scott Foote

Happy Holidays



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left to right:
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John Kostecki
Scott Easom
Jeff Madrigali

Larry Herbig
Mary Smith
Rich Owen
Linda Coffee
Phil Bickford
Lynn Pearson

Brian Kellog
Ike Manchester
Dave Patterson
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CHANGES

With reports this month from **Erik** in Las Hadas; **Renaissance** in the South Pacific; **R and R** in Key West; **Corsair** with advice on Mexico; **Kinderspiel** in the Caribbean; **Nalu IV** in Greece and Turkey; **Cunningham's Charts** on Baja; **Insouciance** in the South Pacific; and, **Cruise Notes**.

Erik Jorgensen Returns As Las Hadas Harbormaster Manzanillo, Mexico

From 1980 until February of 1987, yachties visiting the marina at plush Las Hadas had a good friend in harbormaster Erik Jorgensen. When easy-going Erik said he'd take care of something for you, you could count on it. In Mexico, such punctual reliability is uncommon.

In the year and a half Erik was gone, Las Hadas went through three harbormasters. They're probably as happy as boatowners that the native of Denmark returned to his old job on October 1 of this year.

Las Hadas is, of course, the adult fantasyland built by a Bolivian tin billionaire and later made famous by scantily-dressed Bo Derek in the movie 10. The resort is as



LATITUDE/08

After skippering some large powerboats, Erik is back at his harbormaster's job at Las Hadas.

The good news is that there's still plenty of room for yachties — and at much more reasonable rates. Las Hadas has the equivalent of 89 44-ft slips, and an outside anchorage that can shelter an equal number of boats. The marina dock fees are calculated on a sliding scale of how long you plan to stay and if you pay in advance. If paid in advance, it's 32 cents a foot per night, not counting the 20% federal tax. Included in that price is water, electricity, use of the showers, pools, restaurants, discos, and the facility to take on fuel. It's not a bad deal.

But there's a better deal if you're on a budget; anchoring out. For half the price of Med-tying to the marina (about \$8, including tax, for a 40-footer), you still get use of all the facilities.

Erik confirms that it's perfectly legal to anchor out for free. Cruisers being human, there's always a few in the fleet who anchor out for free but still try and sneak in and use the Las Hadas' luxury facilities. While such schemes might work out well for a few individuals, they have bad repercussions for those who follow in their wake. In other words, please don't do it.

January, February and March are the big months at Las Hadas. In February of 1984, Jorgensen counted a record 154 boats in the marina and out in the anchorage. During the height of the season, you might have to wait a day or two for a spot in the marina, but once in you may stay as long as you like.

Eighteen boats decided to spend the summer of '88 at Las Hadas. Although Manzanillo has been spared for quite a long time, it is susceptible to hurricanes in the summer. Even without a hurricane, it's still very hot and humid. "It's fun if you know where to go," offers Erik.

Where's that?

"On the bar stools in one of the pools," he laughs.

While much of Mexico has seen difficult financial times in recent years, the Manzanillo area, fueled by tourism, is doing quite well. According to Jorgensen, all the local real estate, including the old banana plantations, has been bought up for development. A large marina is slated for



popular as ever with movie stars and others happily willing to plunk down a few hundred a night for accommodations. According to Erik, the entire resort is already sold out through the end of February.

IN LATITUDES

nearby Santiago Bay in the 90's, although its proximity to swamps is liable to make mosquitos a problem. Right next door to Las Hadas, two shifts a day are feverishly working to complete a 14-story, 327-room Inter-Continental luxury hotel. Additional nearby hotels are also in the construction phase.

The big change Erik has noticed at the Las Hadas Marina since 1980 is that visiting boats are getting bigger. When he first took the job, he'd never seen a 100-ft pleasure boat. Now he's seen a lot of them, including a 141-footer. There is no such thing as an average size boat or average length of stay, but a 70-footer staying 90 days is not uncommon. This figure includes many luxury powerboats as well as more typical cruising sailboats.

If you arrive at Las Hadas and have a problem of just about any sort, Erik is the man to see. He can advise you on how to deal with officials and paperwork as well as locate skilled labor for diesels, refrigeration, varnishing, etc. He's even happy to suggest some of the better restaurants in Manzanillo: Carlos 'n Charlies, Bugatti, Willys, Vaquero and Minolos.

What about chartering out of Manzanillo? Erik says the regulations are now in place to permit American boats to do just that. Such boats are required to register with Mexico, pay taxes, employ two Mexican crew, and be kept in a private Mexican marina. Apparently several boats are trying for that status now. We'll keep you informed.

It was 25 years ago that Erik married his wife Eva in Manzanillo. If you're down that way this winter, keep your ears open for a "big party" celebrating their quarter of a century together.

— latitude 10/31/88

Renaissance — Baba 35

Judy McCandless

**Philosophizing About The Pacific
(Redwood City)**

Looking around after nearly two years in the Pacific, we occasionally wax philosophical. One constant we've noticed is change. If a person or cruising guide says a place is unfriendly, cheap or well-buoyed, expect the opposite. Even if the

The resort that Bo built. Las Hadas is the foreground, Santiago Bay in the background.

COURTESY LAS HADAS

CHANGES

report is just a month old.

For example, in New Zealand, where we recently spent five months, we were ill-prepared for the outrageous prices (\$4,000 for a 12-year old Toyota), limited veggies and two cyclones. We did find it a beautiful country with terrific people, but it completely blew our budget.

A second observation is that there now appears to be a greater population of yachts in the 40 to 50 foot range, with more electronics and bigger cruising budgets. Some of these yachties have never used a sextant, instead carrying a spare SatNav. Many have electric stoves, watermakers and computers, but are often found in sooty cities waiting for generator parts. In general, they tend to stick together near resorts, showing little interest in the natives. They trade video movies instead of books. Most are of retirement age.

At the other end of the spectrum are the young, budget cruisers in small, old, but well-found boats. They haul anchors manually, use little petrol, drink warm beer, but sail and explore with gusto.

A crossbreed are the few well-equipped, larger boats with young kids aboard. They range quite widely to remote islands. In between is a small group of folks like us — mid-life, mid-range in boat size, gear and budget — spending more time in villages than in resorts.

Recently we've noticed another split in the fleet, this at the two-year point in everyone's cruise. There are those who are headed back home, and those who will continue cruising. Perhaps surprisingly, this division cuts through all of the above groups. They are low on money and/or are bored or homesick.

How can one get bored with cruising? Perhaps it's having lobster every day for two weeks. Or the drudgery of laundry under water rationing. The folks who seem happiest here in paradise have an interest in new places as well as some sustaining interest or hobby. Scuba divers, windsurfers and shell collectors keep on the move to find fresh vistas. Hams and novice weathermen spend hours at their radios, books and charts.

We have found Fiji to be the best all around place to cruise of anywhere between Mexico and New Zealand. The people are wonderful, prices are low, boat gear and movies are available in the cities,



Oh God no! Highrises resort at the former village of Cabo San Lucas.

and there are hundreds of volcanic islands and clear lagoons. The diving here is the best yet. We've taken up scuba, shell collecting and bread baking. By spending many hours in the island villages, we've learned a lot of the language and customs, and have become quite close to some families. Fijians are warm, friendly people, little affected by the military coup last year. There was an uproar in Suva in June over the discovery, in Australia, of Russian-made arms consigned to Fiji. (One shipment actually *was* received here). This caused a flurry of extra inspections of yachts by the navy, but we found it more interesting to be a part of history in the making than a bother.

So where do we stand now? We are low on funds, but could continue for another year. I'm looking for some more mental stimulation while John wants more boat gear (radar, roller furling, bigger outboard). So, our compromise is to make one more stop, in New Caledonia, then store the boat in Australia while we return in late '88 for a year's work break in

Silicon Valley. Then we'll be back to continue exploring the South Pacific.

— judy 11/1/88

R and R - Islander 30
Richard and Rendie Lu Crosby
Key West, Florida
(Fortman Marina, Alameda)

Briefly . . . we left Alameda in March of '86 bound for Baja. We cruised Baja as far as Loreto, then mainland Mexico as far south as Manzanillo, where we "landsailed" the boat by freight train to Tampico. Returning to U.S. waters, we sailed the Tom Bigbee, Tennessee, Ohio, and Mississippi Rivers as far north as Cape Girardeau, Missouri. We presently live aboard our Islander 30 in Key West.

Rendie Lu, who works for the city of Key West, recently wrote the following to her boss:

"Once upon a time there was a sailor and his sailress, who decided to sail away forever and ever into the sunset and beyond. However, after a few years of travelling hither, thither and yawn(!), they finally made landfall in a country of great wonder and delight to both. Here they decided to settle and return to a life of



through the Bahamas with their very special friend.

"Being afraid to confront her bosses, this sailoress hereby takes the cowardly route of requesting herewith permission for said leave of absence. She further requests that they not rain fire on her sensitive head for daring to request additional time off immediately following her vacation."

We'll see what happens. We're hoping we can meet our good friend, Jack Meagher of Alameda, this January to cruise the Bahamas.

P.S. Richard has initiated a business here in Key West, combining art, photography, tourist paraphernalia and their newly acquired parrot, Retail.

— the crosbys 10/20/88

Corsair - Flicka 20 Jan Allen & John Wolstenholme Advice On Mexico (Sierra Madre, CA)

Being the smallest boat in the Class of '88 fleet, we thought we'd pass on some advice to those about to sail to Mexico.

Mexico is no longer the bargain it was. Booze and cigarettes are about the only things that are still cheap, so we suggest you stock your boat well, particularly with canned meats and peanut butter. The flour that's available here seems to be low in gluten, which makes it difficult to bake good bread. I've heard that you can buy high gluten flour in health food stores and mix it with the Mexican flour for better yeast bread results.

Stove alcohol is non-existent and kerosene, when available, is of poor quality. Propane is the answer for cooking and refrigeration. Those who have refrigeration will be glad for it, since ice is a pain, sometimes expensive, and not available in most of Baja.

We took *Latitude's* advice and spent the winter months on the mainland. We're glad we did. A "don't miss" spot is Los Pelicanos restaurant because Phil is such a *super* lady. There was a South Pacific Cruiser's Kick-Off party there in March, where everyone painted the name of their boat on the wall of her restaurant. This was also the time we had 24 people on our 20-footer.

We didn't make it back across the Gulf for Sea of Cortez Sail Week; that came a little early for those of us who

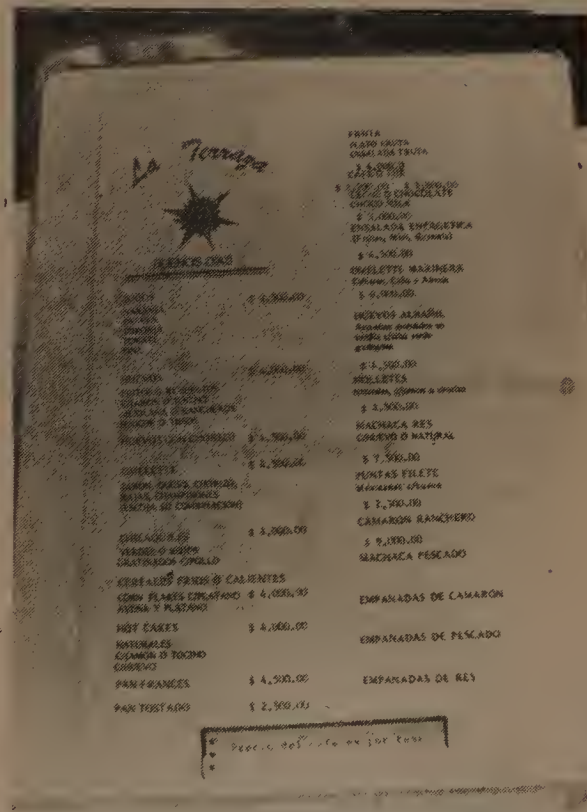
were planning to spend the summer in the Sea of Cortez.

We're now in Bahia de Los Angeles and highly recommend coming this far north instead of sweating it out in Escondido or Conception all summer. It's beautiful here, but not too hot. One sad note, Anteno Diaz passed away in July.

Our Flicka has been a great Baja boat, her shallow draft has been a big plus. The Sea of Cortez can get quite nasty at times, so having a well-built boat has helped our confidence. We will be trailering our boat home from here. We enjoyed cruising the coast of California, but the anchorages along the west coast of Baja were just too rolly to recommend. We suggest straight shots from San Diego to Turtle Bay, to Santa Maria, to Cabo.

While in Mexico, we suggest cruisers don't miss Isla Isabella or any of the islands in the Sea of Cortez. Farley's *Diver's Guide* has been useful for feeding us.

Getting money sent to Mexico is a big



As of March of this year, menus in Mexico were still dirt cheap at non-resort restaurants.

problem. We suggest cash, small denomination traveller's checks or credit cards.

accomplishment, having decided they were not yet lazy enough for the cruising life.

"After several months and much diligent effort as a Land Baron on the part of the sailor, this couple found themselves financially set to once again resume their sail, and decided to do so. However, their new life and new home continued to bring them much joy, and much to the wonderment of their friends and family, they decided to go cruising no more — at least for many years to come.

"However, they had promised one very special friend that if he could ever meet them to sail in the Bahamas, they would be there. And it came to pass that this friend could and would be able to sail in the Bahamas. So he asked the couple if they could once again free themselves of their land commitments for a period of one month.

"So, the sailoress, loving her job and bosses, was sore afraid this would create a problem, so she sat down at her computer and composed this brief tale to plead with the same beloved bosses for permission to take a one month leave from Christmas '88 through the month of January '89 — so she and her sailorman could briefly frolic

CHANGES

Overall, cruising Mexico has been fantastic. If it means going sooner, we say go with a smaller boat. But do go with a diesel; they're worth it.

P.S. We love *Latitude*. We found our boat in the *Classy Classifieds* and that's where we'll sell it when the time comes.

— Jan & John 10/22/88

Jan & John — Mexico has never been a bargain for the many products that have to be imported or in tourist centers, but you're the first folks who have suggested Mexico in general is no longer a bargain. Have the prices really gone up that much since March? Mexico certainly remains a tremendous bargain compared to French Polynesia, where a full dinner can wipe out a month's budget, or the Caribbean, where we've had to pay as much as \$8 for a handful of green beans.

We're aware that propane refrigerators are becoming more popular in Mexico. Long time Northern California surveyor Jim Jessie, who just helped extinguish a serious boat fire apparently caused by just such a refrigerator, warns against them. Jessie claims that no matter what the manufacturer says, they are illegal and dangerous on ocean going yachts.

Kinderspiel - Baltic 51 The Sargents Boston to San Francisco (Santa Cruz & Montana)

It's amazing what some people get away with. Joshua Sargent, for instance. So he sailed from the Caribbean to Bermuda and Boston. And then did a reverse trip just a couple of months later. Does that give him a right to prance around crowded marinas naked as a jaybird, giggling all the while, his brilliant blue eyes twinkling?

In fact it does, since little Joshua is only nine months old. Although he's already got 3,000 miles under his bottom in his first nine months, he's about to pick up, rather than slack, the pace. The start of the new year should find him transiting the Panama Canal, March and April he'll be cruising French Polynesia, May and June he'll be sailing Hawaiian waters, July will find him enjoying Glacier Bay, Alaska, and by late summer he'll have sailed down the west coast to Santa Cruz for a two month haulout.

Hauling in Santa Cruz is the idea of

30-year old Rocky Sargent, Joshua's 'old man'. Rocky lived in Ultralight City until he was 17; his parents still reside there. Actually, members of Mexico's 'Class of '86' and Sea of Cortez Sail Week may well remember both Rocky and the woman who is now his wife, Laura. The two were captain and cook aboard *Show Me*, the Swan 651 from Missouri (which is still cruising the Pacific from Australia to Japan).

After crossing the Pacific with the boat's owner, *Show Me* saw duty as a race committee starting line boat for the America's Cup in Perth. Joining Rocky and

Old Salt Joshua Sargent with Mom. Bring on the Pacific!



Laura for those good times was a fine friend they'd made during Baja Haha Week in Mexico; Bob Casperian of the Sausalito-based Santana 35, *Picaron*.

After the *Show Me* gig ended, Rocky and Colorado native Laura got a job running day charters out of Boston aboard *Kaydi*, a Baltic 46. In the course of season, they did a day, then a week corporate charter for Dennis Kozlowski of New Hampshire. Dennis took such a liking to sailing and his crew, that he commissioned Rocky and Laura to find the perfect boat for cruising the Pacific.

Not given any stringent budgetary restraints, they selected *Kinderspiel* ("Child's Play"), a used Baltic 51 in excellent condition. The deal for the boat was scheduled to close on what was certainly one of the most ominous fiscal days of the century; last October's Black Wednesday, when the stock market took its wildest plunge in history. Kozlowski hesitated only long enough to note in passing that there might be some "better buys" in the next few days.

With the deal closed and winter rapidly approaching, Rocky delivered the boat to the Caribbean while Laura headed for Montana to be with friends and prepare for the 1988 arrival of Joshua. With Dad on hand for the last few weeks of the pregnancy, Joshua made 'landfall' on January 24. Ten days later he had his photograph taken for his passport.

Before he was two months old, Joshua had signed on *Kinderspiel* for the passage from the Virgins to St. Martin and Antigua. Still a little young to be part of a racing crew, Joshua sat out Antigua Sail Week, spending the week ashore with Laura. But he was game for the nine day trip from Antigua to Boston, including several 200-mile days. And then in early November, he made the return trip, an 11-day voyage from Boston to St. Thomas.

Lest it seem that Rocky and Laura have a cavalier attitude toward Joshua's well-being, it just isn't so. Pediatricians in both Boston and Montana gave the green light to Joshua's past and future sailing adventures. Laura also consulted with a Boston specialist on tropical medicine. Studying their itinerary, he noted that the only unusual danger might be measles (not rubella), but it wasn't a significant enough problem to cancel the trip. The specialist



also provided Laura with a list of outstanding doctors throughout the South Pacific. Finding good doctors in the Caribbean, especially the Virgin Islands where by the end of the fiscal year hospitals run out of needles, linens and other basic supplies, is a little harder. Dr. Spock, however, is a resident of St. John when not being arrested for protesting the plight of the homeless.

Laura notes that there are an awful lot of infants growing up on boats in the Caribbean. A check of the Yacht Haven Marina dock confirms it; quite a few deep-tanned dads dinghy to shore with tiny babies cradled in their arms.

It's been Laura's experience that raising an infant on a boat isn't that difficult. Because quality boats, like Baltics have rounded edges everywhere, it's hard for Joshua to find a sharp edge to bang his head against. Naturally the deck is completely netted and the rest of the boat has been baby-proofed. Sailing to windward poses the only real problem. While a few mothers seem to be content with letting their child spend this time in well-padded aft cabins, a very conscientious Laura stays right there with little Joshua. In fact, Laura only has one big complaint about raising a baby aboard. "I don't get to actively participate in the sailing of the boat as much as I used to."

As for Joshua, he's found countless unusual things aboard to amuse him. Perhaps his favorite is the Brooks & Gatehouse Instrument package. As *Kinderspiel* sails along, he loves to watch the needles vacillate. Like all little boys, he doesn't object to being able to run around naked, either.

— latitude 11/9/88

Nalu IV - Lapworth 54 Jim and Diana Green Jessie Greece & Turkey (Oakland YC)

We've been so busy seeing ancient ruins, beautiful islands and amazing sights that we haven't had time to sit down and write. We could list all the places we've been recently, but unless you had an atlas in front of you it wouldn't be very meaningful. Basically we've criss-crossed back and forth between Greece and Turkey while working our way up to the Black Sea and back.

Istanbul, of course, is fantastic. We visited Topkapi Palace, St. Sophia's, the Blue Mosque and the Dolmabache Palace. We had plans to visit other places, but ran out of time. We moored in Atikay Marina, a huge facility that is still under construction. We were surrounded by dust and noise, which was offset by the fact that the water and berthing were free. While in Istanbul, we met up with Annett and Martin Jemo from the Oakland YC, who happened to be vacationing in this part of the world. They joined us and our crew for our trip up the Black Sea.

We continue to be impressed by Turkey, both as a place to cruise and as a country that is really on the move. We saw some very up-market yachts and custom IOR boats in Istanbul. When we reached the Sea of Marmara, the number of cruisers diminished substantially, and we had most anchorages and villages to ourselves.

One of the most emotional experiences came as a result of having a crewmember from Down Under, Mike, along with us. His grandfather and three great uncles had fought in the infamous

Say it isn't so! They're developing San Juanico, too.

Gallipoli campaign of World War I, which was planned by the then first lord of the Admiralty, Winston Churchill, as a way of capturing what was then Constantinople. One of Mike's uncles had lost his life and Mike wanted to see where the ANAZC armies had fought and been so devastated. Touring the Gelibolu (Gallipoli) Peninsula, we saw the war graves and huge memorials. We found the plaque in memory of Mike's great uncle in a special monument to those who had died but whose bodies had never been recovered. It was a sad find, but finally finished a story Mike had been hearing since he was a little boy.

One of the neat things about cruising is that you sometimes meet wonderful people who befriend you just out of the goodness of their heart. In the tiny resort village of Erdak, we were befriended by a Turkish gentleman named Haluk, who had just retired after 30 years of working at the American Consulate. When we arrived in Istanbul, he became our unofficial guide and interpreter. He helped us find doctors and dentists, get messages to missing friends, and find the best places to do shopping. We took Haluk and his son sailing before we left Istanbul, making him an honorary member of the *Nalu IV* crew. It's people like Haluk who have made our cruise so fun and so memorable.

When we stopped at Marmara island for the first time, it was at the tiny port town of Sarayler, which has been producing and exporting white marble for 2500 years. Adnan Oturk, whose family owns one of the big quarries, took us on a



DIANA GREEN JESSIE

tour of his family's operation. He also became very interested in our family; specifically our daughters Jill and Donna. In fact, he offered 2000 cubic meters to us in exchange for one daughter as a wife. Even though that amounts to \$70,000, we declined.

We were very impressed with the numerous islands we visited while sailing through Greece. Our favorites so far are Samos, Symi and Skiros. We also found a small port on the east coast of Attica which was only an hour bus ride from Athens.

Our trip around the Attica Peninsula was one of the most exciting of our entire cruise. Andreas Sinopoulos, our guest and new friend, drove the boat at up to 12.2 knots under a double-reefed main and staysail powered by *meltemi* winds. We also spent the night anchored below the impressive Temple of Poseidon on Cap Sounion.

When we left the following morning, the *meltemi* put in another appearance, blowing 20 to 50 knots as we beat 24 miles to Alimos Marina, which is on the outskirts of Athens. It was a wild sail, with a multitude of different sail combinations being employed.

The Alimos Marina has water and electricity, so *Nalu IV* finally got a good bath, some varnish, and all the jobs that require vacuuming, drilling, using the computer, etc. Since we arrived in August, there was no trouble finding a berth. August is the month all the boats leave the Athens area because of the tremendous heat and the *meltemi* winds.

Athens turned out not to be the friendliest place. The retail people show little interest in consumers and service is lacking. The bureaucracy also put us off. Thanks to our new friend Andreas and our

Zorba, getting ready for a sneak attack on Jim Jessie.

old friend George Tsaconas, we were able to manage.

With the arrival of the very warm weather, the crew took to sleeping on deck. This was a source of great fun for our four-footed crew, Zorba the cat. He made his rounds at night, pouncing on each unsuspecting victim, rousing them from sound sleep. Then he'd dash off to some other inert body.

Zorba has taken particular delight in waking up Mike. We figure it's in retaliation for Mike being a vet in real life. In fact, it was Mike who did the neutering operation on Zorba while we were in Istanbul. Zorba has grown on us and the boat, so he can climb or jump to just about anything. We now have to spend time devising ways to keep him on the boat. The only foolproof solution is to anchor out; Zorba hasn't shown much interest in swimming yet.

Athens is a fabulous place to catch up on history. We climbed the Acropolis, saw the Parthenon, walked through the Agora, and did the whole National Museum of Archeology. We were suitably impressed by the fact that the major ruins for which Athens is so famous were all designed and built during a single 40-year period. The only depressing thing is when you read that this relic and that relic are just copies of the real ones which are housed in the British Museum or the Louvre. It's like having the original copy of the Declaration of Independence kept in the Tower of London.

Since Artemis is Greek for Diana, the first mate had to adjust to her new name. She also insists on visiting every temple, shrine or monument dedicated to Artemis.

After Athens, we'll never again be satisfied with fresh fruit as found in United States supermarkets. Here we have eaten cherries the size of walnuts, as well as peaches and nectarines the size of softballs. All the fruit is tree-ripened and defies further description except to say that we can't get enough.

The meat, on the other hand, is an endless source of humor. Not so much because of the flavor, which hasn't been bad in either Turkey or Greece. Our problem has been that butchering is done differently in the Med than it is at Safeway, and we don't recognize the cuts. Actually, the cuts here look as though they are the work of lions and tigers. The alternative is to start with the whole animal, including the head and feet, and then work your way to the desired piece. Shopping is adventurous, entertaining and incredibly time-consuming.

If all goes well, we should soon find our winter quarters somewhere in Spain. We'll be in the Med again next year, and do the Atlantic Rally for Cruisers from the Canaries to Barbados in November.

— diana 10/10/88

Cunningham Charts Gerry Cunningham (Patagonia, Arizona)

"The Caribbean of the west coast" is how Gerry Cunningham refers to the 'Middle Gulf' of the Sea of Cortez. The Middle Gulf is the area between Conception Bay and Angel de la Guarda, including both the mainland and Baja's shores. We're not sure if the 'Caribbean' label really fits, but judging from Cunningham's photographs, the area has some spectacular islands and anchorages.

When most people — ourselves

included — say they've "cruised the Sea of Cortez", they're referring to the waters between Cabo San Lucas and Conception Bay. Only a very small percentage of cruising boats actually cruise the middle and northern Sea of Cortez. And understandably so. Other than Guaymas/San Carlos, Mulege and Santa Rosalia, there's very little civilization. But perhaps that's the charm of it.

Gerry and Ann Cunningham are two folks who have been enamored with the beautifully desolate area. The Arizona residents have been cruising these waters extensively by sailboat for nearly 30 years. It was the lack of charts, guides and tide tables that prompted Gerry to start making his own. If you're going to be cruising these waters, Cunningham's charts are the bibles.

In the past, Cunningham has produced the excellent *Cruising Guide to San Carlos* as well as strip charts for San Carlos, Bahia Kino, Puerto Penasco, and some tide tables. New this year is his *Cruising Guide to Bahia de Los Angeles*, which consists of chart/photo guides to Bahia de Los Angeles, Puerto Refugio and the Midriff Islands, as well as the Middle Gulf Plotting Sheet. All of them are superbly done and come in a vinyl portfolio to protect them from the elements.

If you can't find them at your local chandlery, try Tradewinds Instruments in Alameda or the Armchair Sailor in Sausalito. Both the *Cruising Guide to San Carlos* and the *Cruising Guide to Bahia de Los Angeles* retail for \$17.95.

— latitude

Insouciance — N/A

G.M. Foglesong

The South Pacific

(Northern California)

After depositing my rebellious crew at Hilo, I picked up a Dutchman ("rescued from involuntary servitude" would perhaps be more accurate) and sailed to Rangiroa on a 17-day passage.

On the first day out, the emergency tiller link to the Monitor self-steering failed. The butt end of the tiller, having been resawn, was remounted in its shoe. The jib halyard showed signs of chafe and then the plastic mast boot split from the constant pounding to windward. Water also found its way through the hull/deck seam.



GERRY CUNNINGHAM

On the next to the last day of the passage, the jib halyard finally parted. The gennaker halyard had previously given out. A half hour later the Monitor's control line chafed through.

My new Shipmate SatNav was completely unreliable and the Technautics freezer would barely freeze water. The Alden weather-fax produced unsatisfactory pictures and the whisker pole clip was welded to its support on deck.

The clear moral of all this is that anyone who believes he has a reliable boat ought to think twice before inviting disillusionment from the South Pacific.

French Polynesia wasn't what I expected, either. Fruit was hard to get, the chandleries in Papeete were woefully understocked. Everything was outrageously priced. The barber in Bora Bora, for example, wanted \$17.50 for a simple haircut! We were, however, given three stems of bananas on Raiatea for free.

As compensation for my disappointments, the water in several atolls was an unbelievable display of green, jade, turquoise, and shades of blue. The snorkeling was good to great, as was my introduction to pamplemousse.

The absolute highpoint of the voyage, however, came in Raiatea. We were moored at the wharf next to an immaculate crewed charter boat. Her American passengers were just being treated to a scheduled cocktail in the cockpit when we fell into conversation. When they learned that we had sailed from San Francisco and were free to sail on to the Cooks, Nuie and Samoa, two of the pampered ladies showed unmistakable signs of envy.

Almost as good was a day's stop at Palmerston Island. The natives were

The anchorage at Animas Slot, Bahia de Los Angeles.

friendly, gracious and generous. I was glad to have brought along some t-shirts from the Bay Area so I could reciprocate in some measure for their offers of barracuda and the best bread I've ever tasted.

The low point of the trip was probably our stay in Pago Pago. The weather was the worst I've experienced and the lack of available boat gear made Papeete seem positively adequate.

To anyone who thinks that natives are pleased with our attempts to speak their language, I can only cite this near verbatim quote from my contact with a *gendarme* when first going ashore at Raiatea:

"Do you speak English?"

"No."

"Je ne parle francaise pas."

"Ay!" (With appropriate slapping of hand on the desk).

— george 10/21/88

G.M. — You've got to be careful with boat names. One like *Insouciance*, which means 'carefree' or 'blithely indifferent', is bound to be one headache after another.

The Tale Of The Chain

Every picture tells a story, they say. But then so does the chain on every cruising boat.

Spread a chain out on a dock, as in the accompanying photograph, and you can tell a lot about how long a boat has been out and where she's been.

Boats just beginning a cruise usually still have quite a bit of galvanization on their chains. Boats that have been out for a year or more to show definite signs of rust. Most boats show pronounced

CHANGES

oxidation on the bitter end of their chain, but not those that have been out there for years. That's because smart skippers know it's a good idea to periodically end-for-end their chain.

Of course, no diagnosis is foolproof. Somebody might have just regvanized their chain and thus screwed up the whole analysis.

Nonetheless, an examination of a boat's anchor chain can often, by process of elimination, reveal where the boat has been. If a boat is at anchor all the time, fuzzy slime and sharp little barnacles tenaciously grows on whatever part of the chain is in the water but not lying on the bottom. (Chain lying on the bottom is normally covered by some sand and mud and thus isn't a good host to marine life). By figuring out how much chain has the stinky stuff growing on it, then dividing by five to take scope in account, you can get good idea of where a boat has been. For example, if a chain shows 60 feet of growth, you can deduce it hasn't been cruising in the shallow Bahamas.

Rusty chain drives fastidious sailors nuts. Unfortunately, you pretty much have to learn to live with it since it's impractical — if not impossible — to get chain regvanized often. This is particularly true if you're out cruising the far reaches of the world. There are some folks who try and brush their chain down every time they raise the hook, but it's about as effective as trying to fight city hall. We figure the best you can do is swab down the decks every time you raise the hook to get rid of the sand and big chips of metal, then periodically clean off the rust spots and smears with one of the world's few genuine miracle products, "naval jelly". Of course, this doesn't do a thing about the most malodorous malady; dying and decaying marine critters stinking up the chain locker.

If you've got a better way of keeping your chain clean and sweet smelling, we and a lot of other sailors would love to hear about it.

— b.b.b. link

Cruise Notes:

With the Mexican cruising season in full swing now, many of you may be interested in flying down to meet cruising friends in Mexico. The following rundown of air connections comes from Ann's

computer at Sausalito Travel:

Cabo San Lucas. Mexicana flies to Cabo, via Mazatlan, from San Francisco, on Monday, Wednesday, Friday and Sunday. Continental flies direct to Cabo from Los Angeles daily. If you've got more time than money, there's a cheaper way to fly to Cabo. Take a \$39 Southwest flight from San Francisco to San Diego; catch the Red Train from San Diego to Tijuana; take a bus to the Tijuana airport; finally, pick up a flight on one of the Mexican airlines from Tijuana to Cabo. (If you're really on a budget, you take the bus to Cabo from Tijuana. The buses are very comfortable, take about 27 hours, and cost about \$25).

La Paz. It's hard to believe, but as of early November, the only air service from the United States to La Paz was by Resort Commuter Airlines. According to Ann, travel agents can make reservations on Resort Commuter, but you have to buy the tickets at the counter at LAX. Resort Commuter flies Convair turbo props to La Paz via Loreto. A word of caution; for the first several weeks of scheduled service, this airline didn't get its planes in the air. Apparently their planes are now flying daily from Los Angeles to La Paz. Someone else is certainly going to jump into this market soon, however.

Puerto Vallarta. There's plenty of service to this tourist center from both San Francisco and Los Angeles.

Manzanillo. Several flights are available to Manzanillo, including an Aero Mexico flight from Los Angeles that runs daily except for Tuesday and Wednesday. Alaska Airlines also started flying to Manzanillo in mid-November.

Didn't Aero Mexico close down in March of this year, stranding hundreds of ticket-holding passengers all over Mexico? Si, but they are back in business again, supposedly well-financed. The other news is that Mexicana, the government run airline, has recently been acquired by private interests.

Say it ain't so! One of Northern California's most active Sea of Cortez cruisers — he's had his boat down there continuously for about the last five years — tells us that **San Juanico** is about to be developed. Located approximately halfway between Loreto and Mulege, isolated San Juanico has always been one of the most



hauntingly beautiful anchorages in the Sea of Cortez. The little bay, which has a definite lunar look, is only about a mile and a half wide, but features good protection from south and north winds, long beaches and several small islands. Long a favorite with cruisers, San Juanico is home to the "yachtie shrine", where everyone paints their boat name on rocks.

We're told that the development is the work of a Mexican family that has owned the land around San Juanico for the last 80 years. Apparently a Tripui-style (Puerto Escondido) trailer park is the initial project and the surveyor's stakes are already in place. San Juanico is also said to have several fresh water wells.

There is no question that development will totally change the atmosphere of San Juanico. Previously accessible only by boat, and a long way from provisions, it's always had a very spiritual "out-of-this-world" quality. Contrast this with nearby Bahia Concepcion, whose many beaches endure wall-to-wall gringo RV's. Once San Juanico is open to these hordes, it will have changed forever but certainly not for better.



If you've got the chance to visit this place before it gets developed, it's well worth the effort.

Beau and Annie Hudson of Sausalito recently arrived in Opuia, Bay of Islands, New Zealand, aboard their Freya 39, **Lionwing**. This is their second sojourn into the South Pacific; they previously cruised as far as French Polynesia. Fellow Freyans, Roy and Tee Jennings with **Foxglove**, snuck off from Sausalito in mid-November for places unknown. They'd only been home six months after the conclusion of their last cruise, one that lasted four years and took them all over the world.

Claude Rothe, aboard another Sausalito-based boat, the 40-foot steel sloop **Quetzal**, will soon be leaving Florida for Grenada. After the Carnival in Trinidad, he plans on sailing to the San Blas Islands, Cocos Island and the Galapagos. Accompanying him will be marine biologist and oceanographer Annette Dehalt.

Diane Hill of **Caper** reports that the Club Cruceros de La Paz (Cruising Club of La Paz) held its first cruise on August 26th.

Chains, sometimes you can read them like a book.

Greatly assisted by Port Captain Mario Macedo, who allowed the fleet to check in and out as a group, thus avoiding much unnecessary paperwork, 17 boats participated in all or part of the cruise to Isla Partida. These included *Peti Babe*, *Pacific Gale*, *Halcyon*, *Kingco*, *Hay Chihuahua*, *Skybird*, *Ora Del*, *Caymanis*, *Con Todo*, *Wind Shadow*, *Lauri B*, *Milagra*, *Paloma*, *Indulgence*, *Diana* and *Naute Enuffe*. The days were passed in pleasant Mexican cruising fashion: hammocking, barbecuing, chatting, enjoying the breeze, snorkeling, fishing and visiting the sea lion colony at Los Islotes. A Halloween party was to be the next order of pleasure.

Diane also reports that the Cruising Club of La Paz has been getting lots of letters inquiring about the club — all from readers of *Latitude*.

The Fishing Regulations of Mexico, Chapter 6: "The following species may not be taken under a sportfishing license,

except where otherwise provided for by regulations. Abalone, pismo clam, shrimp, cabrilla, lobster, oyster, totuaoa and turtle of any kind. These species are reserved for the Mexican Cooperative Fishing Groups."

"The following species may be taken for immediate human consumption: Per day, per person: scallops 10. Clams and other than pismo and other mollusks found in the area, 20. Crustaceans, other than lobster and shrimp, 10. These species cannot be taken ashore."

So now you know.

We've all become inured to vandalism in our cities; windows broken, graffiti everywhere, radio antennas snapped off of cars, etc. In the more remote areas of the world, we expect to see much less of it. So it comes as quite a shock to learn that the famous **Mushroom Rock**, a few miles out of La Paz, was knocked over, apparently just for the hell of it by some mainland fishermen. Nice work fellas!

Other jerks in Baja wrote "Intergalactic Chamber of Commerce" in big letters near Cabo's famous arch.

You don't need a big boat to happily cruise Mexico. Greg Heath and his wife of one year, Bernie, are proving that. They've been in the Sea of Cortez aboard their Cal 28, **Nugget**, since December of 1987. A well-known yacht racer and delivery skipper who has been traversing Mexican waters for the last 20 years, Greg is taking Bernie on her first cruise, a grand tour of coastal Mexico. Having spent the summer in Puerto Escondido, where Bernie was known for her salsa as well as clam and scallop diving, the two are on their way to Puerto Vallarta and Manzanillo. They'll return to Dana Point in June.

Skip Allan and Syd Moore departed Santa Cruz in early November for Mexico aboard **Wildflower**, Skip's Wylie 27. (Most Wylie 28's are 28 feet, but in order to fit in his Santa Cruz slip, Skip has to cut a foot off the stern!) Skip, one of the world's best racing helmsmen, and **Wildflower** are further proof that small boats make adequate cruisers. He raced the boat to Hawaii in the first singlehanded TransPac, made many coastal cruises, and only early this year sailed the boat back from French Polynesia in an incredibly short time.

Are you headed somewhere on your boat? We'd love to hear about it. Try and include a photograph of yourself.

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22-FT SANTANA with S.F. Yacht Harbor berth. Full custom cover, hauled & painted November '88. *Must Sell.* \$6,500. 415-931-4660 or 454-4064.

O'DAY TEMPEST 23. Full keel, sleeps 2, lots of gear. Good Bay boat. \$4,400. 707-864-2236 or 707-644-4000 ext. 248 -- Peter.

C&C 24. Excellent condition, roller furling, 1985 Suzuki 8 hp, depthsounder, marine radio, lifelines and complete safety equipment, great day cruiser or club racer, warm Alameda berth. Asking \$11,700. 933-9932 or 543-3990 days Mon-Fri.

CATALINA 22, 1987. Fin keel, deluxe interior, berthed Pete's Harbor. \$7,200 or best offer. Leave message for Thomas 415-490-0937.

J-24. Beautiful racer-cruiser "Heron", excellent condition. 8 sails, near-new 3 hp motor, many extras. A great Bay sailer for \$7,500. Days phone: 415-332-6789; evenings phone 707-585-9410 or try 707-823-3387.

COLUMBIA 22. Great Bay boat. Richmond berth, good sails, new 7.5 Honda, radio, anchor, very clean. \$3,800 or b/o. Anxious to sell. 415-326-8745.~

J-24. "Frick & Frack". Winnigest J on the Bay. Good condition, new mast, Johnson 6 hp, trailer, new cushions, tons of sails & gear. Ready to race. \$9,500. 415-453-8489 or 415-284-5468.

BALBOA 16. Sleeps 4, traller, multi-sails, 4 hp Evinrude. Sale \$2,900 or b/o or trade. See Rio Vista Marina or call Walt 415-682-7777.

SANTANA 23, 1985. Very clean! Sailed only in fresh water. Merc 3.5 engine, 4 bags of sails (standard plus 155 genoa & 3/4 oz spinnaker), dual axle E-Z loader trailer, stereo, solar cell battery charger, alcohol stove & more. \$15,000. Call Dick at 916-453-8720, after 5 or leave msg.

CAL 21 W/TRAILER. Swing keel fiberglass sailboat with Evinrude o/b motor, mast tabernacled so it can be lowered with main sheet to pass under bridges. Come to sunny Santa Cruz for a demonstration sail. \$1,800. Phone Don at 408-423-1523.

ISLANDER BAHAMA 24-FT. \$6,000. 1965, 2 mains, 3 jibs, 6 hp Evinrude, porta-potty, misc other gear. Call Jacque Wilcox 415-935-1052 for info.

J-24. Good condition. Many extras including trailer, lifting harness, self-tailing winches and 4.5 Evinrude. West Coast built. Make an offer today! 415-852-2310 weekdays or 408-749-0274 anytime.

FALMOUTH CUTTER, 22-FT LOD. Lyle Hess design. Factory finished. Rugged offshore cruiser. 25#CQR w/250' chain. S-L windlass, stern anchor, autohelm, VHF, DS, C. Plath compass, full cover, new cockpit cushions, safety gear. \$28,850. 707-528-0201.

VENTURE 24. Trailer, 6 hp Evinrude, swing keel, porta potti, bow pulpit, lifelines, 3 sails, etc. Very clean condition. Big Bay and Delta fun for small bucks! \$3,000. 415-522-6046.

WANTED: CATALINA 22. Swing keel with trailer and o/b motor, to \$3,000. Don 408-423-1523.

J-24. Excellent condition. 10 bags of sails, trailer, o/b, porta-potti, exciting sailing. \$10,000. Tom 415-925-2154 days; 415-381-9018 eves.

SPRINTA SPORT, 1982. 23-ft racer/cruiser. Light, fast and comfortable. Sleeps four. Six sails including spinnaker. Galvanized E-Z Loader trailer. Good condition. *Must sell!* \$6,000. Call Ray at 845-7671 or 841-6672.

CORONADO 15 with trailer. 2 sets of sails, 2 rudders, 2 tillers. Excellent condition. \$1,400. 707-944-9324.

SANTANA 22, 1971. Race equipped with many extras including LP paint, recent re-rig, winches, lifelines. Will deliver Bay Area. \$3,500. 714-373-0224.

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CORONADO 23. Very good condition. Brand new main, rig, stays, 1985 Evinrude 8 hp, clean bottom, galley, dinette. Safe, solid Bay sailer. Great first boat for learning. Bought larger boat, must sell. \$3,900 or b/o. 415-337-0551.

BEAUTIFUL 20-FT strip planked sloop. Classic lines. Cabin sleeps two. Full keel, i/b rudder, great Bay boat and beyond...Ready to paint, rig and enjoy. Company transfer forces sacrifice sale. First \$800 claims her. 209-477-1212, leave msg.

PEARSON ELECTRA 23-ft sloop w/San Francisco (Ft. Mason) berth. Season Champion SYRA for 2 yrs. 4 hp o/b, 4 sails, Barient winches, modern rigging, hull/excellent shape, same owner 11 yrs, inside recently painted, good Bay boat. \$5,000 or b/o. Call Patti 552-4846.

SANTANA 22, 1978. 3 sails w/main reefing from cockpit, whisker pole, 4 winches, 2 & 4 spd, 6 hp o/b w/2 tanks, 2 batteries w/solar charger, porta-potti, cooler, lighted compass, bilge pump, lifelines, Inter lig's, inter cushions, teak floor/trim. \$5,800 or b/o. 415-883-3010 eves; 415-788-4188 days.

MOORE 24. Fresh water boat, excellent condition, trailer, o/b, many sails and extras. Now near Santa Cruz 4U2C. \$11,500. 408-623-2532.

O'DAY 22. Includes 9.8 hp Mercury o/b, trailer, galley with stove, sleeps four. Berthed in Vallejo. Ideal starter for Bay Area cruiser. \$5,900. 707-447-0556.

RANGER 22. 2 mains, 5 jibs, spinnaker, 6 hp Johnson o/b, Pulpits & lifelines. Never raced. Loaded! Many extras. Richmond berth. \$5,000. 415-663-1500 eves.

ERICSON 23-FT. 5 sails, rebuilt 6 hp Evinrude, 2 anchors, pump, 2 spd, winches & more. Needs some work, ready to sail. Steal at \$3,000. 388-8883.

VENTURE 21 with trailer. New sails. Spinnaker, 6 hp British Seagull, anchor. Nicely fitted inside. \$3,000. In Sausalito. Patricia 331-9145.

1984 MOORE 24 SC. Excellent cond. Recent detail job at Moores, looks like new. Six good sails, custom features, epoxy bottom since new, 1st Place Fall One-Design Series in Santa Cruz. A great, ready to go, fast boat for \$15,000 or b/o. 408-475-9594.

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FOLKBOAT, 25-FT, built 1960 in Sweden. Sail #U.S. 50. Bristol condition. Teak/yellow cedar decks. Two sets of sails, 150 genoa, spinnaker, traveller, 4 hp Evinrude, full boat cover, trailer and more. Excellent race record. \$10,000. 805-543-8638.

FREEDOM 25. Hull #5 w/wing mast. Quality built pocket cruiser with many upgrades. Wonderful for the Bay. Single handed TransPac veteran. \$18,800. Call 415-530-3901 evenings.~

26-FT BALBOA, must sell. Mexican race history. Rigged for single handling. Custom 2 axle trailer, surge brakes. Genoa, spinnaker and poles. Encl head, galley. 10 hp long shaft Chrysler o/b. New battery. \$9,500 or b/o. 209-732-5211.

26-FT CUSTOM INTERNATIONAL FOLKBOAT. A serious Ocean voyager, built and equipped to yacht standards. Five page equipment list includes desalinator, SatNav, and monitor vane. See Sept Latitude 38, pg 203, for details. 415-865-4306.

26-FT PEARSON "ARIEL" SLOOP. Fiberglass hull, 9.9 hp outboard, draft 3'8", 8' beam, lots of room below, sleeps 4. Great Bay sailer. See at Pete's Harbor/Sea Jay, in Redwood City. Call 415-364-0261. \$5,500. Owner desperate.

COLUMBIA 29. Christmas special for the family. Enjoy togetherness on this great Bay boat! New main and jib, rebuilt engine, VHF, DS, heater, good condition, stable full keel. \$10,500. Phone 892-0714 days; 897-7390 eves.

KNARR #110. 30-ft. Excellent condition. \$11,750. Call Alex 388-1110 daytime or message. 332-3538 at home.

CHEOY LEE 31 OFFSHORE KETCH. Well maintained. Fiberglass hull. Teak over glass deck. Beautiful wood spars. Volvo dsl, 5 sails, cabin heater, stove. Two anchors, windvane, VHF, speed and depth. Changing job, must sell. \$26K. 415-587-9605.

TARTAN 27 SLOOP. 1971 #467 S&S design. Large equip inventory. Recent refit and new rigging. Full galley w/refrig. Outstanding full keel cruiser with great accommodations. If you want to learn to sail the Bay or Ocean, this is the boat. \$15,500. 415-775-8899.

CATALINA 27, 1980. Excellent condition. Atomic 4 Inboard. Deluxe North Star sails: main, (3) jibs, spinnaker. Racing rigging. DS, VHF, 110 AC, KM, compass, full galley, new upholstery, Barient winches. Many extras. \$19,600. 415-594-1180 days; 415-593-1277 eves/wknd.

HUNTER 27-FT, 1980. Club jib, sleeps 5, galley i/b diesel, pedestal steering, like new, \$15,000. Call Ron at 209-948-1000 or 209-334-0705.

"SORCERER" 25-FT F/G 1968. Fiberglass English wing sloop with Lloyd's certificate, good Ocean or Bay pocket cruiser, sleeps four, Harken furler, diesel, autopilot, Sobstad sails, depth, speedo, RDF, VHF, etc. \$8,500. Call George at 415-548-4434 or 527-5538 Berkeley.

DUFOR 27, 1975 SLOOP. Excellent condition. Volvo diesel, DS, KM, VHF radio, new sails, spinnaker pole & drifter, bimin, Avon dinghy. Hauled June '88. Current survey appraisal \$28,000. Asking \$16,900. 1-800-551-1199 or eves at 916-791-0362.~

ETCHELLS 22. Ontario Hull #530. Excellent condition. Finished 3rd in North Americans 1985. Tandem trailer with storage box. Price \$12,500. Call 408-662-2575.~

WILLARD VEGA PILOT HOUSE 30-ft M.S., 1974. Excellent condition. Dual steering, full keel, Perkins 50 hp, 4-107 diesel, shower, electric windlass, bow & stern pulpit. Many extras. Clean boat. Dry storage. Asking \$34,900. 1-800-551-1199 or eves 916-791-0362.~

COLUMBIA 26 MKII. Excellent Bay sailer. Sleeps 5. Two-burner stove. New 7 1/2 hp o/b. Has compass, VHF radio, lifelines, etc. \$8,000. Sail into downwind Berkeley berth. Call 415-284-7547.

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SANTANA 35. One of the best on the Bay. Reinforced keel (it has the "fix") and completely reconditioned mast -- better than new. Ready for racing or pleasure. \$47,000. 415-886-8733, 602-891-5484 days or 602-844-1211 nights.

40 TO 50 FEET

HARDIN 45, 1982. Just returned from summer in Hawaii. Well equipped with many cruising extras. Fiberglass hull, teak interior & Ford Lehman 80 hp engine. Perfect boat for cruising or liveaboard. \$119,000. 415-969-4099 day or night.

40-FT HUNTER SLOOP, 1986. Excellent condition. All standard equipment. Queen size aft cabin bed, 2 heads, 2 showers, 40 hp Yanmar diesel, 4-man inflatable. Boat is in dry storage in Corpus Christi, TX. \$86,000. 415-889-1901.

FREEPORT 41. Great liveaboard or world cruise tomorrow. 190 gal fuel, 190 water, autopilot, liferaft, self-tailing winches, radar, 45# CQR w/350 ft chain, storm windows, 2 pages of inventory. Mexico vet. \$94,000. Call 415-366-6163 for information package.

KETTENBURG 43-FT. Symphony. Aluminum, comfort and speed. SatNav, Ham, weatherfax, SSB, VHF, 13 bags of sails, liferaft, much more. Must sell. \$55,000. 408-462-0388; 408-265-9879.

OLSON 40. "Spellbound". TransPac equipped. \$129,000 or b/o. Ask for Lou at 916-753-9331.

SERENOIPITY 43-FT. Doug Peterson design. Super stiff, super light, never finished cruiser cabin (deck). Ready to outfit your way. Some fittings. \$35,500 or b/o. 916-583-7631 Douglas.

FOR SALE OR REAL ESTATE TRADE. 1978 CSY 44-ft Cutter in mint condition. One owner who lived aboard. Ready to cruise, loads of extras. 1988 survey. Total refit 1987. Yacht moored in St. Thomas. Contact Roger 655-2290. Will help finance.~

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43-FT HANS CHRISTIAN. 1984 traditional ketch. Refrig/freezer, Maxwell bronze winches, B&H Hunter Instr, elec windlass, Mercedes 72 hp dsl, stereo, propane plus more. \$128,900. Call 503-287-7608.~

ISLANDER FREEPORT 41. Factory kit-boat in original cradle. Ext teak trim, windows, sole, fuel/water tanks, through-hulls, hull/deck joint complete. Chain plates, s/s cable, masts, plus more included. Asking \$27,000. For inventory & more information call 415-524-2861.

41-FT RHODES BOUNTY II YAWL. Strong and fast fiberglass world cruiser, pristine condition, custom interior, sea-going galley, 14 sails, AP, Aires WV, DS, KM, sumlog, VHF, dinghy, excellent ground tackle. \$45,900. 805-984-6561.~

45-FT GAROEN KETCH. Fiberglass hull, teak deck. Center cockpit, 3 cabins w/spacious aft stateroom, beautiful teak interior, new upholstery. GMC diesel, forced air heat. Exc. cruiser/liveaboard. Sausalito berth. immac. maintained. Recent survey. Move to desert forces sale. \$115,000. 495-6333.~

PETERSON 44, CUTTER RIG. Swift, proven sailer, cruise ready. 58 hp new engine, hot water, refrig, freezer, long equipment list, excellently maintained. Ideal liveaboard. Call Ulf Kent at work 415-646-4470 or home 707-642-9714; Lynn Kent 707-642-4744.

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KETTENBURG 43 SLOOP. In Monterey. Excellent condition. New sails, roller reefing jib, 1977 Perkins 50 diesel, low hours. Autopilot, Loran, full electronics, white LP hull, varnished mahogany topsides. Full boat cover, Zodiac dinghy. \$62,000. 408-626-1411.

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44-FT BARE HULL. Moving into retirement...must sell my last unfinished project. Roberts Offshore 44-ft sailing hull, all fiberglass, five coat epoxied finish, reusable male mold, shipping cradle, extra fiberglass, complete plans, etc. \$15,000 or trade all or part for trailerable sailboat. 916-652-5987.

45-FT KETCH. Moving forces sale. 80% completed steel hull with teak & mahogany cabins. Interior & exterior trimmed in mahogany. Great liveaboard, need rigging and sails to ready for use this Spring. Must sell \$29,700. Leave message 415-282-3504.

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42-FT GARDEN KETCH. Porpoise hull, custom built cedar planked oak frames, teak deck, aluminum spars. Ford diesel, VHF, Loran, radar B&G instruments, auto pilot, electric windlass, refrigeration & heat, liferaft, sailing dinghy. Cruiser/liveaboard. Exceptional construction, immaculately maintained. 332-8599 evenings. \$125K.~

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1984 CUSTOM BUILT 57-FT KETCH. Strip plank mahogany, sleeps 6-8, 2 heads w/showers, 90 hp dsl, exc liveaboard, built for cruising, lg main salon, u-shaped galley, v-berth forward, aft cabin. Owner's new business forces sale. \$55,000. Call 503-761-2933.~~

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AVON 6-MAN DOUBLE FLOOR liferaft in canister and last certified 7/88. \$1,500 or b/o. Tom 386-2070.

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SEARUNNER 40-FT TRI. Alum spars, 5 winches, Lewmars & Barients, VHF, fathometer, 3 burner stove, oven, Edson steering diesel engine, Danforth anchors, fiberglass dinghy w/Evinrude o/b. Launches 1983 and kept in fresh water rivers around Sacramento. Asking \$48,000. 916-927-1173.

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SEARUNNER 37. "Phaedrus". Santa Cruz Harbor, 6 month sublease possible. Recent survey. Documented vessel. Atomic 4, Avon with 6 hp o/b, cutter rig w/5 sails, trailer. \$37,000 or b/o. Call owner/builder at 408-429-2637 or 408-476-9423.

HOBIE 16. Good condition, double trapeze, trailer and cat bow. Days phone 415- 332-1572; evenings 415-883-0675. Ask about great Cal 2-27.

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MacGREGOR 65', 1987. 1/4 or 1/2 share, \$7,000. Fast 20+ knots, motors 12 knots, handle with two people, AP, roller jib, batten main, radar, where South Beach Harbor, dock with one person. Call Marilyn 483-5111.

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ERICSON 29, 1/3 INTEREST. \$7,000. Wheel steering, 30 hp Atomic 4, North sails, Signet elect., VHF, safety gear, fully equipped, beautiful and well-maintained quality boat. Great for Bay, Delta and coastal sailing. Berthed at Emery Cove Marina. Call Greg 702-588-2481.~~

CHEOY LEE OFFSHORE 27, 1970. Glass hull, new sails, rigging 1987. 2 speed Barients, VHF radio, Volvo diesel, etc. Original owner would like partner. \$7,000 1/2 share or consider share work and expense only. Richmond Yacht Club berth. Jeana 707-763-2275.

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NO MONEY DOWN: O'Day 39-ft, 1983. Loaded -- 3 staterooms, 2 heads. Looking for 1/2 share or 1/4 shared partnership with unlimited use. \$330 to \$500 month depending on share percent. 916-581-0440, Tom. Sausalito berth.

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25% OWNERSHIP IN 36-FT seagoing aluminum cutter. \$3,500 cash, \$200 per month. Will also consider different arrangements. Bernard 232-1200 days; 454-6703 eves.

HUNTER 37. 1/4 share avail for responsible person. Well equipped. Radar, dodger, dsl, AP, roller furling, dinghy with 8 hp motor, shower. Great way to own and have fun on Bay. \$5,000 buys 1/4 share. \$300/mo incl ins, slip/boat payment. Tiburon berth. Bruce, work: 543-8666; home: 435-5626.

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37-FT ROUGHWATER Aft Cabin Trawler. F/G, Monk design, slips 6, h/c pressure water, shower, fridg, freezer, two heads, inflatable, o/b, dsl. Exc. condition. Great Sea boat, liveaboard. Health forces sale. \$49,500. 365-5982.

27-FT MONTEREY. Built 1919, Simos Bros. GMC 2-71 engine, 22"x12" prop, radar, tow bit, 2 VHF, DS, 90 gal fuel, rebuilt 1985. \$7,500 or b/o. 331-7427.

ISLANDER FREEPORT 41. Factory kit-boat in orig cradle. Ext teak trim, windows, sole, fuel/water tanks, through-hulls, hull/deck joint completed. Chain plates, s/s cable, masts, plus more incl. Asking \$27,000. Call 415-524-2861 for inventory & more info.

HOUSEBOAT FOR SALE. Quiet, sunny, charming, legal liveaboard in Alameda. Full kitchen and bath. Delightful wood-paneled living room with large window, fireplace. Laundry facilities in harbor. 346-7805 Linda or John. \$34,000 or b/o.

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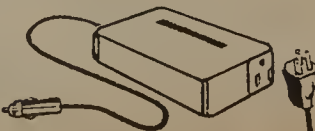
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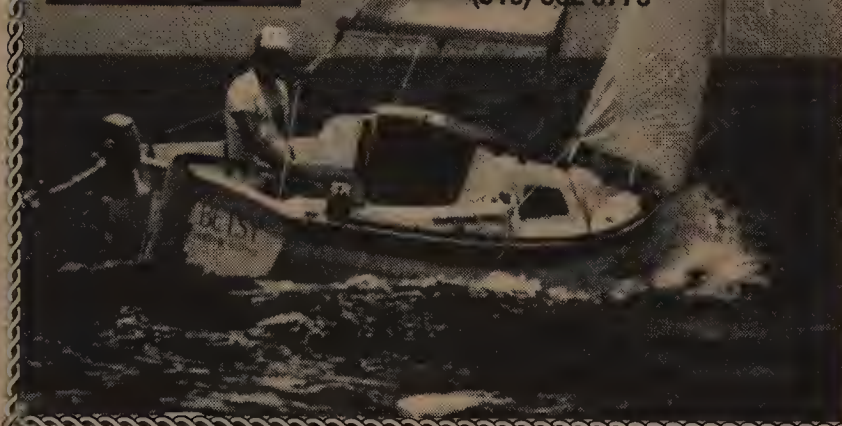
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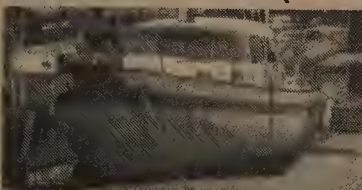
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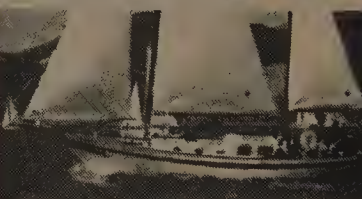
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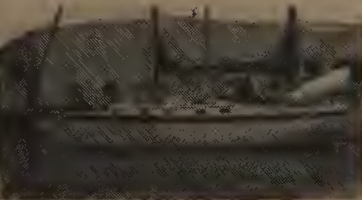
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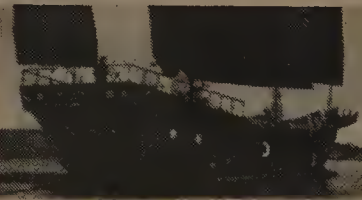
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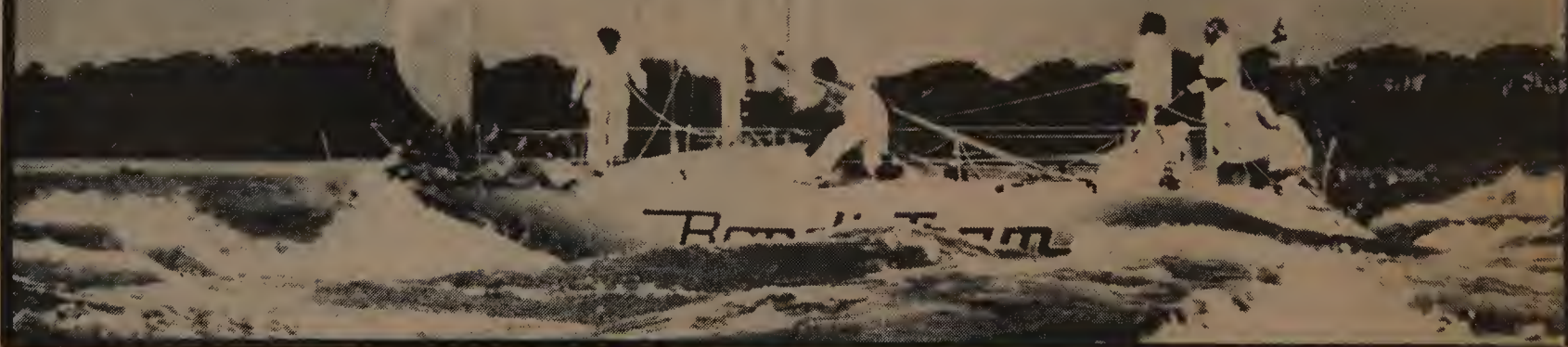
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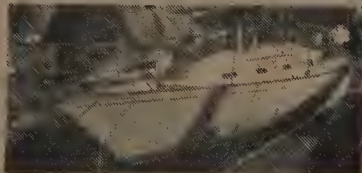
For a fact sheet write to: *Bondi Tram*, P.O. Box 3923, San Rafael, CA 94912



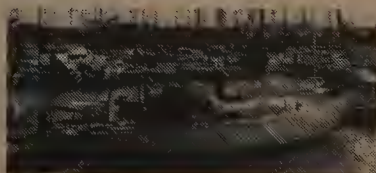
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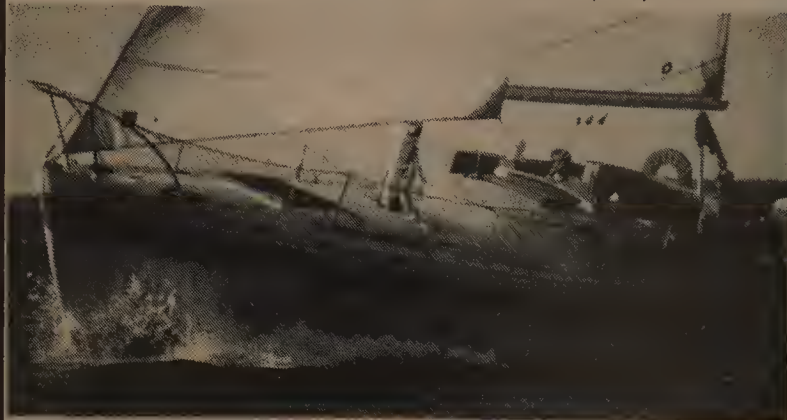
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36' LANCER 36, 1982, New full battens main	\$49,750
38' BRISTOL, 1967, great shape	Try \$32,000
38' GY38, 1981, Garden design pilothouse	\$79,000
41' SEA TIGER, ketch, bluewater cruise and liveaboard	\$79,000
42' PEARSON 424, an outstanding cruising yacht	\$112,000

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24' YANKEE DOLPHIN	sl	'71	o/b	8,900
26' COLUMBIA	sl	'71	o/b	9,500
31' HUNTER	sl	'85	s.d.	44,000
31' RAWSON	sl	'67	s.g.	24,900
32' ERICSON	sl	'74	s.g.	33,900
32' ISLANDER	sl	'77	s.g.	44,500
39' CAVALIER	sl	'85	s.d.	115,000
40' SANTA CRUZ	sl	'84	s.d.	118,000
45' PORPOISE Delfin	kch	'70	s.d.	110,000
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Size	Manufacturer	Year	Description/Comments	Value	High Bid
POWER BOATS					
16'	BAYLINER	'86	Force 85hp a/b, trlr, gd shape	5,000	
17'	CENTURIAN	'84	Merc/OMC 140hp. Make Offer	10,000	2,000
18'	CARRERA	'86	Mariner 150hp, full caver, trlr	7,500	5,750
18'	MARLIN	'87	Merc 4.3 litre, trlr, apen bow	10,500	
20'	GLASTRON	'85	200hp Mercury eng, apen bow	11,500	6,000
20'	SANGER	'88	Cobra 5.7 litre, apen bow ski, trlr	17,000	12,500
21'	KURTIS CRAFT	'84	Na engine. Tandem trlr	4,000	
24'	CHEYENNE	'84	Jet ski boat, tandem trlr, no eng	3,500	
25'	FARALLON	'80	Fishing boat, lrg apen cockpit	25,000	16,500
70'	TUG	'54	Steel, big dsl 600hp plus	75,000	
SAIL BOATS					
30'	ERICSON	'80	Yanmar dsl, 12 hp, VHF, stereo	27,000	18,000
30'	PEARSON	'83	303, VHF, DS, whl steer, sails Sold	35,000	27,000
31'	KNUD REIMERS	'47	True classic! New dsl, sails	20,000	
36'	ISLANDER	'76	Lots of electronics, sails. Sold	45,000	31,500
40'	C&C	'81	Nicely equipt/maintained, beauty	116,000	69,000

Soon to be released: 35' Ericson ★ 52' Bluewater Delta Cruiser

Unless atherwise noted, all boats are located in our storage yard,
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Phone: (h) (_____) (w) (_____) _____

I am interested in: Power ☐ Sail ☐ Price range _____

Length: (20'-25', 25'-30', etc.) _____

Type: (Fish/Ski, Cruise/Race, etc.) _____

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Catalina 27

Neil & Lynn Ransick
Ericson 27

Jack & Judy McKay
Ericson 27

Jack Kennelly
Ericson 32

Steve & CJ Rankin
C&C 29

David & Jeanette Skillings
Oceanic 43

Jim Elder & Angie/Pat Hoggart
C&C 29

Happy Holidays
to all those we have served
in 1988
and
to all those who will buy
their boat from
Bill Gorman Yachts in 1989
Happy New Year

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Crescoda 37

Roger & Darlene Rempher
Bestway 40

Tom & Jane Olcott
Spencer 44

Robert Abreau
Westail 32

Peter & Kathy Andreas
CS 27

Otterson, Baker, Welser & Chase
C&C 35

William Pendola
Cal 29

Earl & Joan Horner
Hans Christian 43

John & Jean Turner
Trojan 26

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BAY/COASTAL CRUISERS		
27' CAL 2-27	★	21,500
27' ERICSON	★	13,500
28' COLUMBIA B.3	★	23,500
29' CAL 2-29	★	25,900
29' ERICSON	★	27,500
29' RANGER	★	19,800
30' CATALINA	★	24,950
30' CS	★	39,000
30' ERICSON +	★	39,995
30' ERICSON	★	19,900
30' HUNTER	★	30,000
30' ISLANDER BAHAMA	★	35,000
30' PEARSON	★	22,000
30' PEARSON 303	★	39,950
30' RANGER	★	30,900
30' SANTANA 30-30	★	33,500
33' CS	★	46,500

LIVEABOARD/CRUISERS		
27' VANCOUVER	★	34,500
31' CAPE DORY	★	67,500
32' ISLANDER	★	38,000
34' PANDA	★	95,000
35' NIAGARA MKI	★	75,900
35' ERICSON	★	33,500
35' SANTANA	★	49,500
36' PEARSON	★	89,500
36' ERICSON	★	62,000
36' ISLANDER	★	57,500
36' PEARSON 36S	★	60,000
37' GULFSTAR	★	77,000
37' HUNTER	★	45,950
38' C&C LANDFALL	★	74,500
38' ERICSON	★	79,000
38' ERICSON 381	★	89,900
39' CAVALIER	★	69,500

39' LANCER MS	★	65,000
40' ENDEAVOUR	★	99,500
41' ISL FREEPORT	★	97,000
44' CHEOY LEE	★	128,500
44' PETERSON	★	130,000
45' JEANNEAU	★	189,000
46' SEA STAR 460	★	150,000
65' STEEL ktc	★	675,000

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30' ALBERG	★	29,500
30' CAPE DORY ktc	★	34,950
32' MARINER ktc	★	42,000
35' ALC	★	39,000
36' CHEOY LEE Luder	★	59,000
37' RAFIKI	★	73,500
38' DOWNEAST	★	69,750
39' FREYA	★	79,500
52' COLUMBIA	★	109,500

POWER BOATS

32' BAYLINER	★	42,995
32' EAGLE PH	★	69,000
34' CHRIS CRAFT	★	35,000
36' STEPHENS	★	49,500
36' SEAHORSE	★	89,500
36' GRAND BANKS	★	89,000
38' BAYLINER 3870	★	99,500
38' CHRIS CRAFT	★	174,900
43' HATTERAS	★	200,000
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* 29' Cal..... OFFERS	34' Hunter 34..... 49,500
29' Cal 2-29..... 24,500	35' Bristol 2 From... 59,000
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30' Fisher..... 50,000	38' Han Christian..... 115,000
* 31' Cheoy Lee 2Fr..... 27,500	40' Valiant..... 129,000
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32' Atkins..... 59,500	41' Kings Legend..... 85,500
* 33' Freedom 69,000	41' Cheoy Lee 89,500
* 33' Vanguard..... 23,000	45' Explorer..... 110,000
35' Rasmus..... 57,500	45' Porpoise Kth..... 80,000
35' Niagara..... 79,500	46' Morgan Ketch..... OFFERS
37' Esprit..... 79,500	49' Transpac MK II... 189,000

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C & C

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26' C & C 26..... 25,000	* 36' C & C 36..... 62,500
* 27' C & C 27..... 23,500	38' C & C..... 76,500
30' C & C 1/2 Ton..... 23,000	40' C & C..... 120,000

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24' Nightingale..... 9,500	* 35' Santana..... 45,000
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* 30' P/J 1/2 Ton..... 28,950	36' Peterson..... 62,500
* 31' Peterson 1/2T..... 33,500	38' Soderberg..... 55,000
* 33' Tartan 10..... 22,000	40' Santa Cruz..... 99,500
* 34' Dash 34..... 38,500	

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* 23' Ranger..... 9,500	* 27' Contest 15,000
* 25' Cal..... 6,500	27' Sun 27..... 17,000
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* 25' Cal 2-25 2 Fr..... 18,500	* 28' Newport 16,000
* 25' U.S. 25..... 10,500	29' Ericson..... 25,700
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* 25' Ericson..... 13,500	30' Pearson 30..... 21,500
* 27' Catalina..... 26,500	

POWER BOATS

* 18' SunRunner..... 8,900	* 36' Trojan 36 S.F..... 36,500
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32' Owens..... 22,500	45' Bluewater..... 110,000
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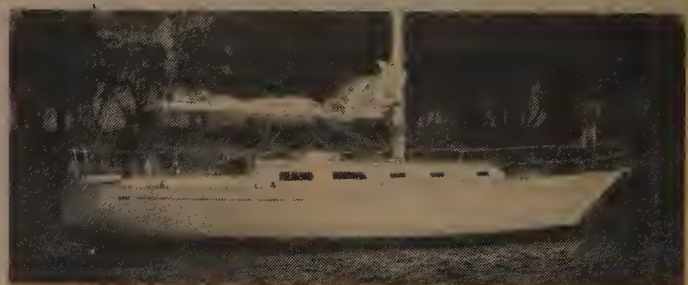
TRANSPAC 49 Mk. II

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ESPRIT 37

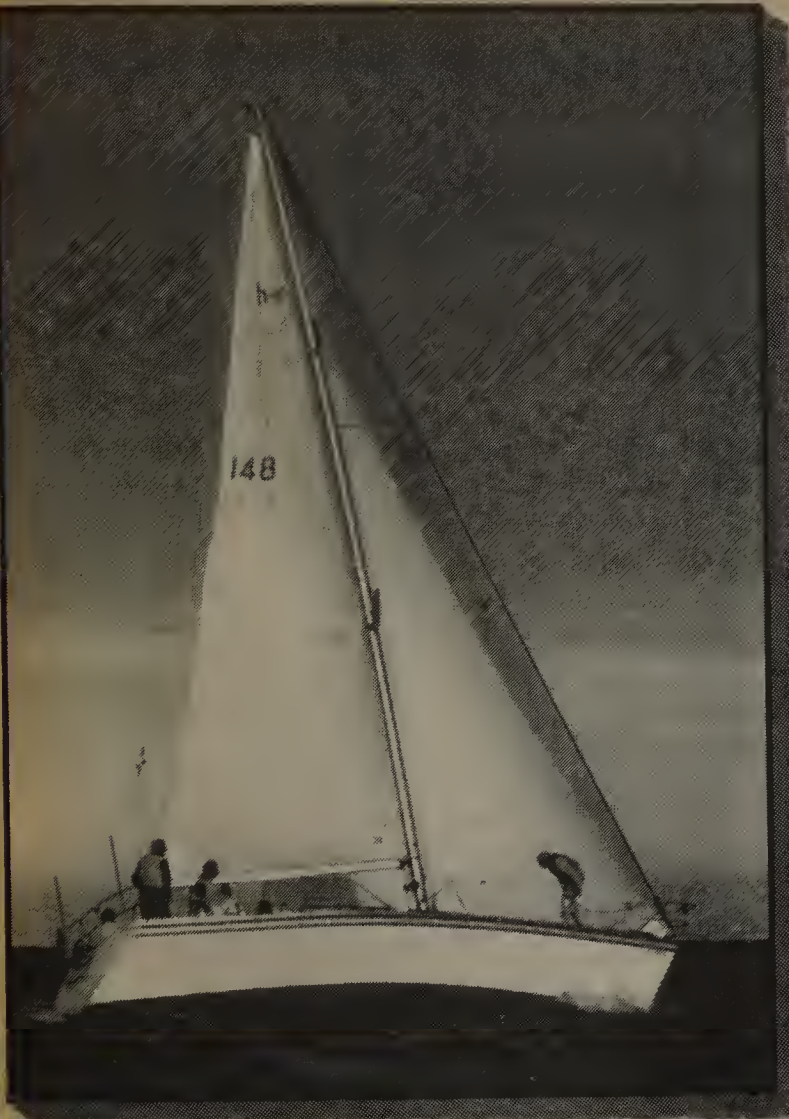
Bob Perry design for comfort and hi-performance cruising.. If you are looking for off-shore sailing she is equipped for you. 10 sails, full safety gear, groundtackle. Propane, refrigeration, battery charger, Loran and diesel. Perfect \$79,500

* Star indicates vessel at our docks

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Larsen Salutes *Sailing With 'Spirit'*

Speaking recently with Steve Smallcombe we learned a little bit more about his start in sailing and how he grew to be a Larsen customer.

"My first sailboat was a Snipe which I bought for \$50 when I was 12-years-old and sailed on a small lake in Michigan. I made the main-sail by sewing together the remnants of several blown-out or discarded sails I obtained from friends. Didn't win many races either, but I did enjoy sailing almost every day of the summer season; that is, after I finished stuffing okrum and caulking compound in the seams and launching the boat by the 4th of July, if I was lucky. Oh the joys of modern (Larsen) sails and fiberglass boats.

I have been sailing in the Bay for 15 years now, and am on my third Bay Area boat, the first being a 16-ft dinghy which saw a lot of south-bay sailing but no racing. During that time (seven years), I was crewing for a friend, John Helmer on his Santana 22 and Ranger 26. Finally I got my own "big boat", a Capri 25 with which I managed to win the Sequoia summer series, Division A spinnaker, in 1982.

Three years ago, Rosemarie and I decided to move up to a somewhat larger boat *we could liveaboard*. The choice was complicated by the fact that I am 6'6" tall and actually wanted to be able to stand up and sleep comfortably as well as have a boat that sailed well and could be *raced competitively*. We chose a Hunter 40 which we named *Spirit*, and it has proven to be an ideal boat for us, providing ample room for living (well . . . almost), as well as a winning race record. Actually, Larsen Sails has a lot to do with our winning race record as

well. When we bought the boat, our dealer Don Hatler, recommended Larsen and we started with a Larsen dacron heavy #1 (155%) and a 1.5 oz spinnaker, along with the factory main and 110% genoa.

Our first races were disappointing (maybe it was getting used to the wheel) but as we gained experience with the boat the results improved. We extended our Larsen inventory with a bullet-proof 95% blade. This helped a lot in the heavy stuff, but we still needed to carry the #1 to over 20 knots apparent to stay powered up. Finally we bit the bullet and got a Larsen VFR main, 125% mylar VRF #2, and a 3/4 oz spinnaker. The new folding prop helped as well. We were then competitive over a wide range of wind speeds and won our division (Spinnaker) in the last Coyote Point winter series and this years' SBYRA Division A, Spinnaker, summer series as well as a number of individual races. Our favorite races have been the Sequoia's "long distance" races, which we have won the last few years, from Redwood City to Crissy, with a great spinnaker run back to Redwood City.

The #2 is the crew's favorite sail, but I am very particularly impressed with the VFR main that can be carried without a reef in 35 apparent with the #3, and yet is still capable of pulling a "horizon job" with a three-year-old dacron #1 in under three knots true.

A major factor that contributed strongly to our winning season was our crew, many of which has been with us since the Capri 25. *Regular crew* include Rosemarie on foredeck, Evan and Leslie Williams as navigator/tactician and mast, Rob Bargstze on the main sheet, Tom Stuart and Alan Rath on jib trim, Lisa Duering on cabin top, Mike Tesic as our "muscle man", and auxiliary, Ron Buck. Clearly having a crew willing to show up race after race, year after year, makes a big difference as everyone then knows the boat and what they can expect of one another. *(Crew are also useful in unloading the boat before each race and reminding the skipper not to pinch, but then again, what do they know?) Thanks crew, and thanks Larsen Sails for all the good advice — not to mention great sails!"*

It's been great to work with Steve and make our contribution to his winning efforts. Give a call — we'd like to show you how our old-fashioned service and latest technology can combine to help your winning efforts.



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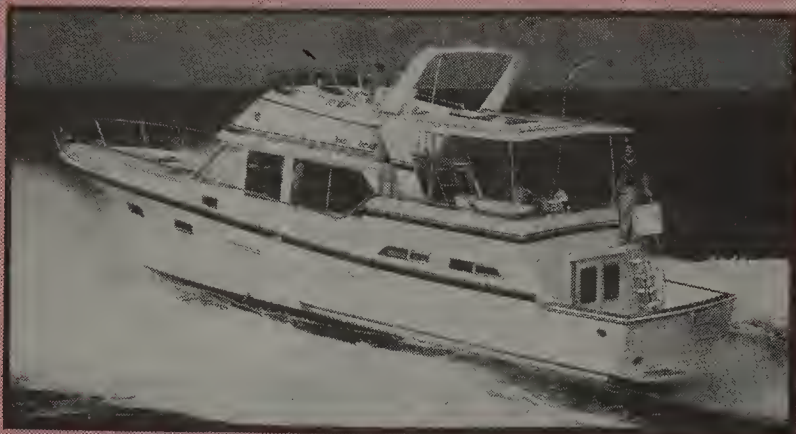
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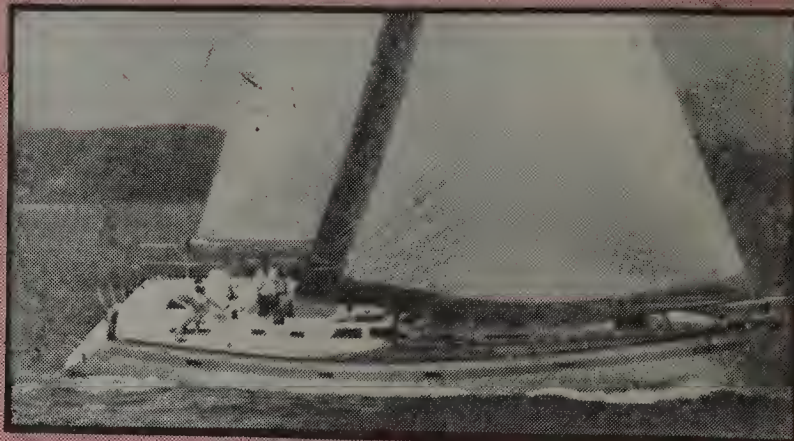
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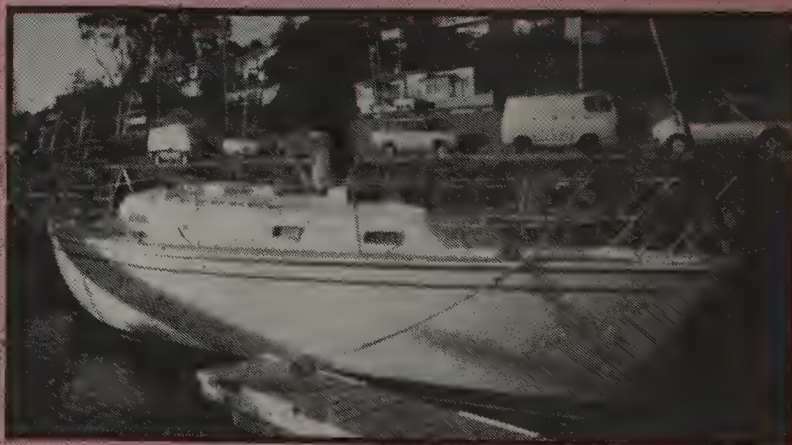
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McINTOSH 47 Cutter, 1986. Fast cruising in luxury. Owners double with stall shower aft, guest double forward with head. Loaded — Offered at ~~\$250,000.~~ \$239,000.



45' BAYILNER

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34' PEARSON

1984 diesel sloop. Wheel, sleeps six, new dodger, new epoxy bottom, very clean. Asking \$68,000.



52' DeFEVER

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OCEANS VII

BLUEWATER 47 Center Cockpit Cruising Ketch. Built 1978 with owners queen aft & guest double forward. Two heads, 2 showers, new '88 aluminum spars, boat shows excellent maintenance. Asking \$120,000.